

**ASSOCIATION of  
GOVERNMENTS**

**Main Office**

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Los Angeles, California  
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**Officers:** President: Gary Ovitt, San Bernardino County • First Vice President: Richard Dixon, Lake Forest • Second Vice President: Harry Baldwin, San Gabriel • Immediate Past President: Yvonne B. Burke, Los Angeles County

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**Riverside County:** Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

**Tribal Government Representative:** Andrew Masiel Sr., Pechanga Band of Luiseno Indians

**Ventura County:** Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation  
Commission:** Robin Lowe, Hemet

**Ventura County Transportation  
Commission:** Keith Millhouse, Moorpark

## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

### **PLEASE NOTE NEW DATE AND TIME**

**Thursday, August 30, 2007**

**9:30 a.m. – 11:30 a.m.**

### **SCAG Offices**

**818W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Los Angeles, CA 90017**

**(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov)

Agendas and Minutes for the Energy and Environment Committee are also available at:

[www.scag.ca.gov/committees/eec.htm](http://www.scag.ca.gov/committees/eec.htm)

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# Energy and Environment Committee Membership

*August 2007*

*Cook, Debbie, **Chair***  
*Clark, Margaret, **Vice Chair***

*Huntington Beach*  
*Rosemead*

## **Members**

Bertone, Denis  
Brennan, Brian  
Carrillo, Victor  
Carroll, Stan  
Eaton, Paul  
Forester, Larry  
Gafin, David  
Gardner, Nancy  
Hanks, Keith  
Harrison, Jon  
King, Dorothy  
Lilburn, Penny  
Marchand, Paul  
McDowell, Kelly  
Montgomery, Richard  
Nelson, Larry  
Olivas, David J  
Parks, Linda  
Uranga, Tonia Reyes  
Van Arsdale, Lori  
Washburn, Dennis  
Young, Toni  
Zine, Dennis

## **Representing**

SGVCOG  
VCOG  
Imperial County  
La Habra Heights  
Montclair  
Signal Hill  
Downey  
Newport Beach  
Azusa  
Redlands  
Gateway Cities  
SANBAG  
Cathedral City  
El Segundo  
Manhattan Beach  
Artesia  
SGVCOG  
Thousand Oaks  
Long Beach  
Hemet  
Calabasas  
Port Hueneme  
Los Angeles

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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TIME

*“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.*

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Debbie Cook  
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Minutes of July 12, 2007 Meeting Attachment

1

4.2 Receive and File

4.2.1 2007 State and Federal Legislative Matrix Attachment

6

Summary of State and Federal legislative bills of relevance to SCAG operational areas and issues of concern.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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### 5.0 ACTION ITEMS

5.1 Santa Ana Watershed Initiative:  
One Water One Watershed  
Attachment

Hon. Dennis,  
Washburn,  
Water Policy  
Task Force

40

10 Minutes

The Santa Ana Watershed Project Authority is leading a new initiative for greater integrated water management in the watershed to increase funding for new projects.

**Recommended Action:**

Support the comprehensive water management strategy of One Water One Watershed.

### 6.0 WATER POLICY TASK FORCE REPORT

Hon. Dennis Washburn,  
Chair

### 7.0 SOLID WASTE TASK FORCE REPORT

Hon. Toni Young,  
Chair

### 8.0 CHAIR'S REPORT

Hon. Debbie Cook,  
Chair

### 9.0 INFORMATION ITEMS

9.1 Presentation on Geopolymer Concrete

Erez N. Allouche,  
Ph.D, P. Eng  
Louisiana Tech.

20 Minutes

Erez N. Allouche, Ph.D, P. Eng., Associate Director, Trenchless Technology Center, Louisiana Tech University, will provide a presentation on the uses of Geopolymer Concrete.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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### Information Items – Con't

- |     |   |  |    |            |
|-----|---|--|----|------------|
| 9.2 | <u>Regional Comprehensive Plan Goals, Outcomes, and Action Plan for Air Quality, Water, and Solid Waste Attachment</u>  | Dan Griset<br>Christine Fernandez<br>Sheryll Del Rosario<br>SCAG Staff | 43 | 45 Minutes |
|     | Staff will present the Goals, Outcomes, and Action Plan for the Water, Solid Waste and Air Quality Chapters of the Draft Regional Comprehensive Plan.                                       |  |    |            |
| 9.3 | <u>Proposed Program to Promote Comprehensive and Integrated Water Resources Planning in the Region Attachment</u>   | Dan Griset<br>SCAG Staff   | 58 | 10 Minutes |
|     | Staff will provide information on a proposed outreach program that will be coordinated with the draft goals and outcomes of the Water Resources Chapter of the Regional Comprehensive Plan. |  |    |            |
| 9.4 | <u>Report on Environmental Components of the Regional Transportation Plan Attachment</u>  | Jessica Kirchner<br>SCAG Staff   | 61 | 10 Minutes |
|     | Staff will provide an update on the progress and major milestones for the 2008 RTP/RCP PEIR along with other environmental issues associated with the RTP.                                  |  |    |            |



SOUTHERN CALIFORNIA  
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# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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### Information Items – Con't

- |     |   |                               |    |            |
|-----|---|-------------------------------|----|------------|
| 9.5 | <u>Overview of August 2<sup>nd</sup> Goods<br/>Movement Workshop<br/>Attachment</u> | Jonathan Nadler<br>SCAG Staff | 64 | 10 Minutes |
|-----|---|-------------------------------|----|------------|

Update on the information presented  
and ensuing discussion at the  
August 2<sup>nd</sup> Workshop.

- |     |  |                               |    |            |
|-----|--|-------------------------------|----|------------|
| 9.6 | <u>Draft Concept Paper: Emission<br/>Reductions from Goods Movement<br/>Sources<br/>Attachment</u> | Jonathan Nadler<br>SCAG Staff | 66 | 10 Minutes |
|-----|--|-------------------------------|----|------------|

Staff will provide an overview of a  
Concept Paper which explores the use  
of a pricing/market/incentive based  
approach to achieving emission reductions.

- |      |                     |                                |
|------|---------------------|--------------------------------|
| 10.0 | <u>STAFF REPORT</u> | Jonathan Nadler,<br>SCAG Staff |
|------|---------------------|--------------------------------|

### 11.0 FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such request.

### 12.0 ANNOUNCEMENTS

### 13.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on October 4, 2007, at the SCAG Office, downtown Los Angeles.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

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Energy and Environment Committee  
of the  
Southern California Association of Governments  
July 12, 2007

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*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Dennis Washburn, Chair. There was a quorum.

**Members Present**

Brennan, Brian	VCOG
Clark, Margaret (Vice-Chair)	City of Rosemead
Cook, Debbie	City of Huntington Beach
Eaton, Paul	City of Montclair
Forester, Larry	City of Signal Hill
Gafin, David	City of Downey
Hanks, Keith	City of Azusa
King, Dorothy	Gateway Cities COG
Miller, Mike	Ex-Officio
Parks, Linda	Ventura County
Uranga, Tonia Reyes	City of Long Beach
Van Arsdale, Lori	City of Hemet
Washburn, Dennis (Chair)	City of Calabasas
Young, Toni	City of Port Hueneme

**Members Not Present**

Bertone, Denis	SGVCOG
Carrillo, Victor	City of Imperial
Carroll, Stan	City of La Habra Heights
Gardner, Nancy	Newport Beach
Harrison, Jon	City of Redlands
Lilburn, Penny	SANBAG
McDowell, Kelly	SBCCOG
Nelson, Larry	City of Artesia
Marchand, Paul	City of Cathedral City
Montgomery, Richard	Manhattan Beach
Olivas, David J.	SGVCOG
Zine, Dennis	City of Los Angeles

**1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE**

Hon. Dennis Washburn, Chair, called the meeting to order at 9:43 a.m.

**2.0 ELECTION OF CHAIR AND VICE CHAIR**

Hon. Dennis Washburn, Chair, opened the nominations for Chair.

Brian Brennan, VCOG, nominated Hon. Debbie Cook.

Hon. Paul Eaton, nominated Hon. Tonia Reyes-Uranga.

Lori Van Arsdale nominated Toni Young.

By a show of hands, Hon. Debbie Cook was elected Chair with 7 votes.

Hon. Dennis Washburn, opened the nominations for Vice-Chair:

By acclamation, Hon Margaret Clark was elected Vice-Chair.

**3.0 PUBLIC COMMENT PERIOD**

No Public Comment.

**4.0 REVIEW AND PRIORITIZE AGENDA ITEMS**

It was decided to combine items 10.2, 10.3 and 10.5.

**5.0 CONSENT CALENDAR**

It was MOVED (Brian Brennan), SECONDED (Toni Young), and UNANIMOUSLY APPROVED

**5.1 Approval Item**

4.1.1 Minutes of April 5, 2007

**5.2 Receive and File**

5.2.1 2007 State and Federal Legislative Matrix

5.2.2 Notice of Preparation for the 2008 RTP/RCP Program Environmental Impact Report



## **6.0 ACTION ITEMS**

### **6.1 Tehachapi Renewable Transmission Project**

Felix Oduyemi, Southern California Edison, provided an overview of the proposed project that would interconnect renewable wind power to Southern California with new and upgraded facilities between eastern Kern County and the City of Ontario.

It was **MOVED** (Hon. Toni Young), **SECONDED** (Hon. Larry Forester), and **UNANIMOUSLY APPROVED** to support, in concept, the Tehachapi Renewable Transmission Project and review the EIR.

## **7.0 WATER POLICY TASK FORCE REPORT**

The next meeting of the Water Policy Task Force is scheduled for September 20 or 27, 2007, 10:00a.m. – 12:00 Noon.

## **8.0 SOLID WASTE TASK FORCE REPORT**

The next meeting of the Solid Waste Task Force is scheduled for July 23, 2007, 10:00 a.m. to 12:00 Noon.

## **9.0 CHAIR'S REPORT**

## **10.0 INFORMATION ITEMS**

### **10.1 Preferred Alternative for Salton Sea Restoration**

Rick Daniels, Executive Director, Salton Sea Authority, provided information on the California's Secretary of Resources proposed \$9 billion plan for restoring the Salton Sea.

### **10.2 Regional Comprehensive Plan Goals and Outcomes for Energy**

Jennifer Sarnecki, SCAG Staff, provided an update on the Goals and Outcomes for the Regional Comprehensive Plan Energy Chapter.

### **10.3 Regional Comprehensive Plan Goals and Outcomes for Open Space**

Jessica Kirchner, SCAG Staff, provided an update on the Goals and Outcomes for the Regional Comprehensive Plan Open Space Chapter.

10.4 2007 AQMP Update/Goods Movement Measures

Jonathan Nadler, SCAG Staff, reported that the AQMD Governing Board took action on the South Coast AQMP on June 1, 2007. Prior to that meeting, SCAG requested that the AQMD Board delay action on the two SCAG proposed goods movement measures, High Speed Rail for Freight and the Truck Only Lanes. These items will be revisited at the July 13, 2007 AQMD Board hearing. Because of further need to work through the issues regarding PM2.5 attainment, the ARB postponed consideration of the state Implementation Plan and the South Coast Air Plan until October.

10.5 Regional Comprehensive Plan Vision and Guiding Principles

Jacob Lieb, SCAG Staff, provided an overall review and purpose of the Regional Comprehensive Plan Vision and Guiding Principles.

11.0 STAFF REPORT

12.0 FUTURE AGENDA ITEMS

- Resolution of Support for the Salton Sea Project.
- Flow Control for Waste at the Supreme Court level.
- Electric Drive Technologies – Felix Oduyemi
- Proposal to create \$200 million project to deal with EIS for air quality management or attainment.
- Geopolymer Technology

13.0 ANNOUNCEMENTS

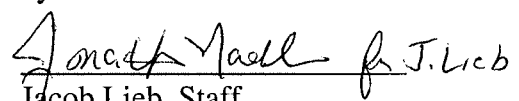
14.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on August 30, 2007, at the SCAG Office, downtown Los Angeles.

12.0 ADJOURNMENT

There being no further business, Debbie Cook, Chair, adjourned the meeting at 11:37 a.m.

Action Minutes Approved  
by:

  
Jacob Lieb, Staff  
Energy and Environment

EEC Action Minutes – July 2007  
Doc # 139050 v1  
Prepared by D. Salcido  
8/16/2007 4:56 PM

**Energy and Environment Committee Attendance Report**

2007

Member (including Ex-Officio) Last Name, First Name	Date Appointed if after 1/1/07	Representing	X = County Represented					X = Attended			= No Meeting NM = New Member												Total Mtgs Attended
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Bertone, Denis		SGVCOG		X					X	X		X											
Brennan, Brian		VCOG						X		X	X	X			X								
Carrillo, Victor*		Imperial Cnty	X																				
Carroll, Stan*		La Habra Hts		X					X	X	X	X											
Clark, Margaret* (V-Chair)		Rosemead		X					X	X	X	X			X								
Cook, Debbie* (Chair)		Huntington Bch		X					X	X		X			X								
Eaton, Paul*		Montclair		X					X	X	X	X			X								
Forester, Larry		Gateway Cities		X					X	X		X			X								
Hanks, Keith*		Azusa		X					X		X	X			X								
Gafin, David*		Downey		X					X	X					X								
Gardner, Nancy	5/3/2007	OCCOG			X																		
Harrison, Jon		SANBAG					X																
King, Dorothy		Gateway Cities		X					X	X		X			X								
Lilburn, Penny		SANBAG					X																
Marchand, Paul*		Cathedral City	X						X	X													
McDowell, Kelly	2/1/2007	SBCCOG			X					X	X	X											
Miller, Mike	7/12/2007	Ex-Officio		X											X								
Montgomery, Richard	5/3/2007	SBCCOG			X																		
Nelson, Larry*		Artesia		X					X	X													
Olivas, David J.		SGVCOG		X																			
Parks, Linda	7/12/2007	Ventura Cnty						X							X								
Uranga, Tonia Reyes*	2/1/2007	Long Beach		X					X						X								
Van Arsdale, Lori		WRCOG				X				X	X	X			X								
Washburn, Dennis*		Calabasas		X					X	X	X	X			X								
Young, Toni*		Port Hueneme						X		X	X	X											
Zine, Dennis*		Los Angeles		X						X		X			X								
26	TOTALS		2	15	3	1	2	3															

\* Regional Council Member

# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Jeffrey S. Dunn, Government Affairs Analyst, (213) 236-1880, dunn@scag.ca.gov

**SUBJECT:** 2007 State and Federal Legislation Matrix

## BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: SCAG Position Bills, Air Quality, Energy, Environment, Solid Waste, Water, and Water Bonds. An index is provided of ease of reference.

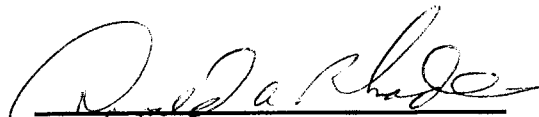
Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills or 'two year' bills (i.e., that have not passed out of its first policy committee before the constitutional deadline), have either been labeled or have been purged from the matrix.

Att.

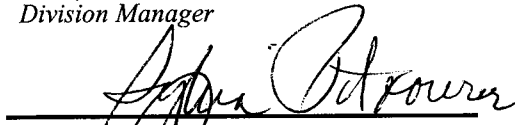
## FISCAL IMPACT:

All work related to this information item is contained within the adopted FY 07/08 budget WBS# 08-810.SCGS1.

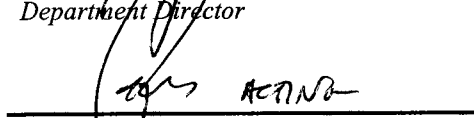
Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

**2007 State and Federal Legislation Matrix**  
**SCAG Energy and Environment Committee**  
**August 30, 2007**

1. Index of Legislation
2. SCAG Bill Positions, Air Quality, Energy, Environment, Solid Waste, Water & Water Bonds Legislation

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### SCAG Position Bills

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 169	Levine [D]  Position:	Joint Powers Authorities: Indian Tribes SCAG-Sponsor	
CA AB 630	Price [D]  Position:	Air Emissions Standards: EPA Waiver SCAG-Sup	05/01/2007
CA AB 1240	Benoit [R]  Position:	Riverside County Transportation Commission SCAG-Sup	
CA AB 1457	Huffman [D]  Position:	Parks and Recreation: State Parks: Roads SCAG-Opp	
CA SB 61	Runner G [R]  Position:	High-Occupancy Toll Lanes and Toll Roads SCAG-Sup	05/01/2007
CA SB 974	Lowenthal [D]  Position:	Ports: Congestion Relief: Environmental Mitigation SCAG-Sup/WorkWAut	05/24/2007
CA SCR 16	Negrete McLeod [D] Position:	Gary Moon Memorial Interchange SANBAG-Sponsor, SCAG-Sup	03/26/2007

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### AIR QUALITY

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 255	De Leon [D]  Position:	Air Pollution: Clean Air and Energy Independence Fund MTC-Sup	04/11/2007
CA AB 391	Lieu [D]  Type:	Air Quality: South Coast Air Quality Management 2-Year	
CA AB 630	Price [D]  Position:	Air Emissions Standards: EPA Waiver AQMD-Sponsor, SCAG-Sup	05/01/2007
CA SB 375	Steinberg [D]  Position:	Transportation Planning: Travel Models: Reviews SCAG-Sup	07/17/2007

CA SB 857	Correa [D] Type:	Taxation: Credits: Air Pollution 2-Year	
CA SB 886	Negrete McLeod [D]	Management Districts: District Board	07/12/2007
CA SB 1028	Padilla [D] Position:	Air Resources Board: Air Quality Standard: Vehicles AQMD-Sponsor, SCAG-Sup	06/27/2007
US HR 802	Oberstar [DFL]	Act to Prevent Pollution from Ships	03/26/2007
US HR 2548	Solis [D]	Reduction of Air Pollution	
US S 1073	Feinstein [D]	Clean Air Act	
US S 1499	Boxer [D]	Clean Air Act	

### ENERGY

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
US HR 6	Rahall [D]	Ending Subsidies for Big Oil Act of 2007	06/21/2007
US HR 547	Gordon [D]	Alternative Fuel Markets	02/08/2007
US HR 670	Engel [D]	Alternative Fuels	
US HR 1300	Hoyer [D]	Nations Reduced Reliance on Foreign Oil	
US HR 1506	Markey [D]	Fuel Economy Standards for Automobiles	
US HR 1596	Ferguson [R]	Tax Incentives for Renewable Energy and Conservation	
US HR 1772	Blumenauer [D]	Wind Energy Property Tax Credits	
US S 23	Harkin [D]	Renewable Fuel and Energy Security	
US S 183	Stevens [R]	Corporate Average Fuel Economy	
US S 767	Obama [D]	Fuel Economy Standards for Automobiles	
US S 987	Bingaman [D]	Promoting Biofuels	

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**Private file: ENVIRONMENT**

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 109	Nunez [D]	Global Warming Solutions Act of 2006: Annual Report	07/18/2007
CA AB 118	Nunez [D]	Alternative Fuels and Vehicle Technologies: Funding	07/17/2007
CA AB 493	Ruskin [D]	Motor Vehicle Greenhouse Gas Emissions: Incentives	06/01/2007
CA AB 505	Plescia [R]	Income and Corporation Taxes: Credits: Hybrid	04/10/2007
CA AB 1077	Lieber [D]	Air Resources Board: Plug-in Hybrid Vehicles	08/01/2007
CA AB 1209	Karnette [D] Position:	Air Resources Board: Emission Reduction Projects MTA-Sup	07/18/2007
CA AB 1488	Mendoza [D]	Air Pollution: Smog Check Program: Diesel Vehicles	06/01/2007
CA SB 19	Lowenthal [D]	Trade Corridor: Projects to Reduce Emissions: Goods	07/17/2007
CA SB 70	Florez [D]	Biodiesel	07/09/2007
CA SB 71	Florez [D]	Alternative Fuels: Biodiesel	04/16/2007
CA SB 375	Steinberg [D] Position:	Transportation Planning: Travel Models: Reviews MTC-SupInConc	07/17/2007
CA SB 947	Hollingsworth [R] Position:	Consultation: Transportation Facilities SANBAG-Sup	04/30/2007
US HR 1756	Hunter [R]	Mexico Domiciled Motor Carriers	
US HR 1773	Boyda [D]	Authority of the Secretary of Transportation	05/15/2007
US S 280	Lieberman [D]	Greenhouse Gas Emissions	



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### SOLID WASTE

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 722	Levine [D]	Energy: General Service Lamp	06/04/2007
CA AB 1150	Lieu [D]	Solid Waste: Transformation	
CA AB 1237	Hancock [D]	Solid Waste: Solid Waste Facilities	
CA SB 1020	Padilla [D]	Solid Waste: Diversion	06/26/2007
US HR 70	Davis Jo [R]	Out of State Municipal Solid Waste Regulations	
US HR 720	Oberstar [DFL]	Water Pollution Control	03/09/2007
US S 719	Lautenberg [D]	Surface Transportation Board	

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### WATER

<u>BILLID</u>	<u>AUTHOR</u>	<u>TITLE</u>	<u>LAST AMEND DATE</u>
CA AB 224	Wolk [D]	Water Supply Planning	08/01/2007
CA SB 27	Simitian [D]	Sacramento-San Joaquin River Delta Drinking Water	04/24/2007
US HR 122	Dreier [R]	Reclamation Wastewater and Groundwater Study	03/05/2007
US HR 700	McNerney [D]	Healthy Communities Water Supply Act of 2007	03/08/2007
US HR 720	Oberstar [DFL]	Water Pollution Control	03/09/2007
US HR 1140	Calvert [R]	Advanced Water Treatment Plant Facility	
US HR 1495	Oberstar [DFL]	Conservation and Development of Water	05/16/2007
US HR 1725	Bono [R]	Reclamation Wastewater and Groundwater Study	
US HR 1737	Capps [D]	Reclamation Wastewater and Groundwater Study	
US S 1474	Feinstein [D]	Construction of Water Facilities	

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**WATER BONDS**

<b><u>BILLID</u></b>	<b><u>AUTHOR</u></b>	<b><u>TITLE</u></b>	<b><u>LAST AMEND DATE</u></b>
CA AB 1253	Caballero [D] <b>Position:</b>	Sustainable Communities and Greening: Grant Program CALCOG-SupInConc	07/17/2007
CA AB 1602	Nunez [D] <b>Position:</b>	Environment: Sustainable Communities CALCOG-SupInConc	
CA SB 5	Machado [D]	Flood Management	04/25/2007
CA SB 732	Steinberg [D] <b>Position:</b>	Coastal Protection Bond Act of 2006 CALCOG-SupInConc	06/28/2007
CA SB 763	Ridley-Thomas [D] <b>Position:</b>	Economic Development Programs CALCOG-SupInConc	04/30/2007

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### SCAG Position Bills

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CA AB 169	<b>AUTHOR:</b>	Levine [D]
	<b>TITLE:</b>	Joint Powers Authorities: Indian Tribes
	<b>FISCAL COMMITTEE:</b>	no
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	01/23/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Local Government Committee
	<b>SUMMARY:</b>	
		Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.
	<b>STATUS:</b>	
	05/23/2007	To SENATE Committee on LOCAL GOVERNMENT.
CA AB 630	<b>AUTHOR:</b>	Price [D]
	<b>TITLE:</b>	Air Emissions Standards: EPA Waiver
	<b>INTRODUCED:</b>	02/21/2007
	<b>LAST AMEND:</b>	05/01/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	
		Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization.
	<b>STATUS:</b>	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
CA AB 1240	<b>AUTHOR:</b>	Benoit [R]
	<b>TITLE:</b>	Riverside County Transportation Commission
	<b>INTRODUCED:</b>	02/23/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Transportation Committee
	<b>SUMMARY:</b>	
		Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.
	<b>STATUS:</b>	
	05/07/2007	In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.

CA AB 1457	<p><b>AUTHOR:</b> Huffman [D]  <b>TITLE:</b> Parks and Recreation: State Parks: Roads  <b>INTRODUCED:</b> 02/23/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee  <b>SUMMARY:</b>  Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.  <b>STATUS:</b>  04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.</p>
CA SB 61	<p><b>AUTHOR:</b> Runner G [R]  <b>TITLE:</b> High-Occupancy Toll Lanes and Toll Roads  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 01/16/2007  <b>LAST AMEND:</b> 05/01/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Transportation Committee  <b>SUMMARY:</b>  Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.  <b>STATUS:</b>  06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.</p>
CA SB 974	<p><b>AUTHOR:</b> Lowenthal [D]  <b>TITLE:</b> Ports: Congestion Relief: Environmental Mitigation  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 02/23/2007  <b>LAST AMEND:</b> 05/24/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Appropriations Committee  <b>SUMMARY:</b>  Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and a portion to the Northern California Port Mitigation Relief Trust Fund. Authorizes infrastructure bank financing agreements.  <b>STATUS:</b>  07/09/2007 From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.</p>



CA AB 630      **AUTHOR:** Price [D]  
**TITLE:** Air Emissions Standards: EPA Waiver  
**INTRODUCED:** 02/21/2007  
**LAST AMEND:** 05/01/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**  
 Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization.  
**STATUS:**  
 05/31/2007      In ASSEMBLY Committee on APPROPRIATIONS:  
                          Heard, remains in Committee.  
**Position:**      AQMD-Sponsor, SCAG-Sup

CA SB 375      **AUTHOR:** Steinberg [D]  
**TITLE:** Transportation Planning: Travel Models: Reviews  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/21/2007  
**LAST AMEND:** 07/17/2007  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**  
 Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.  
**STATUS:**  
 07/17/2007      In ASSEMBLY. Read second time and amended.  
                          Re-referred to Committee on APPROPRIATIONS.  
**Position:**      SCAG-Sup

CA SB 857	<p><b>AUTHOR:</b> Correa [D]</p> <p><b>TITLE:</b> Taxation: Credits: Air Pollution</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environmental Quality Committee</p> <p><b>SUMMARY:</b></p> <p>Provides that the Personal Income Tax Law and the Corporation Tax Law authorize various credits against the taxes imposed by those laws. Authorizes San Joaquin Unified Air Pollution Control District and the South Coast Air Quality Management District to prepare a study and report to the Legislature, as specified, on the dollar amount that would be appropriate to authorize a tax credit for the purchase or replacement of qualified property, that is placed into service for the purpose of reducing pollution.</p> <p><b>STATUS:</b></p> <p>03/15/2007 To SENATE Committees on ENVIRONMENTAL QUALITY and RULES.</p> <p><b>Type:</b> 2-Year</p>
CA SB 886	<p><b>AUTHOR:</b> Negrete McLeod [D]</p> <p><b>TITLE:</b> Management Districts: District Board</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 07/12/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Air Quality District Boards. Deletes prohibitions on a member serving more than a specified number of terms as chairperson. Relates to the South Coast Air Quality Management District, the Sacramento Metropolitan Air Quality Management District and the Mojave Desert Air Quality Management District. Provides for a specified increase in the south coast district board and additional duties on cities within the district.</p> <p><b>STATUS:</b></p> <p>07/12/2007 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.</p> <p>07/12/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

CA SB 1028	<p><b>AUTHOR:</b> Padilla [D]</p> <p><b>TITLE:</b> Air Resources Board: Air Quality Standard: Vehicles</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 06/27/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Second Reading File</p> <p><b>SUMMARY:</b></p> <p>Requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution for which the board has found to be necessary, cost effective, and technologically feasible. Requires the board to adopt rules and regulations pursuant to these provisions that will achieve ambient air quality standards, and if necessary, to adopt and enforce specified rules.</p> <p><b>STATUS:</b></p> <p>07/18/2007 From ASSEMBLY Committee on APPROPRIATIONS: Do pass as amended.</p> <p><b>Position:</b> AQMD-Sponsor, SCAG-Sup</p>
US HR 802	<p><b>SPONSOR:</b> Oberstar [DFL]</p> <p><b>TITLE:</b> Act to Prevent Pollution from Ships</p> <p><b>INTRODUCED:</b> 02/05/2007</p> <p><b>LAST AMEND:</b> 03/26/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.</p> <p><b>STATUS:</b></p> <p>03/28/2007 In SENATE. Read second time.</p> <p>03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US HR 2548	<p><b>SPONSOR:</b> Solis [D]</p> <p><b>TITLE:</b> Reduction of Air Pollution</p> <p><b>INTRODUCED:</b> 05/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Energy and Commerce Committee</p> <p><b>SUMMARY:</b></p> <p>Amends the Clean Air Act to reduce air pollution from marine vessels.</p> <p><b>STATUS:</b></p> <p>05/24/2007 INTRODUCED.</p> <p>05/24/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>



US S 1073	<b>SPONSOR:</b> Feinstein [D] <b>TITLE:</b> Clean Air Act <b>INTRODUCED:</b> 03/29/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Environment and Public Works Committee <b>SUMMARY:</b> Amends the Clean Air Act to promote the use of fuels with low lifecycle greenhouse gas emissions; establishes a greenhouse gas performance standard for motor vehicle fuels; requires a significant decrease in greenhouse gas emissions from motor vehicles, and for other purposes. <b>STATUS:</b> 03/29/2007 INTRODUCED. 03/29/2007 In SENATE. Read second time. 03/29/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.
US S 1499	<b>SPONSOR:</b> Boxer [D] <b>TITLE:</b> Clean Air Act <b>INTRODUCED:</b> 05/24/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Environment and Public Works Committee <b>SUMMARY:</b> Amends the Clean Air Act to reduce air pollution from marine vessels. <b>STATUS:</b> 05/24/2007 INTRODUCED. 05/24/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

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### ENERGY

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US HR 6	<b>SPONSOR:</b> Rahall [D] <b>TITLE:</b> Ending Subsidies for Big Oil Act of 2007 <b>INTRODUCED:</b> 01/04/2007 <b>LAST AMEND:</b> 06/21/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> HOUSE <b>SUMMARY:</b> Relates to denial of deduction for income attributable to domestic production of oil, natural gas, or primary products thereof; relates to amortization of geological and geophysical expenditures for certain major integrated oil companies; relates to incorporating price thresholds applicable to royalty suspension provisions; relates to eligibility for new leases and transfer of leases authorizing the production of natural gas; relates to reserves for investments in renewable energy and energy efficiency. <b>STATUS:</b> 06/21/2007 In SENATE. Amended on SENATE floor. 06/21/2007 In SENATE. Passed SENATE. *****To HOUSE for concurrence.
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US HR 547	<b>SPONSOR:</b>	Gordon [D]
	<b>TITLE:</b>	Alternative Fuel Markets
	<b>INTRODUCED:</b>	01/18/2007
	<b>LAST AMEND:</b>	02/08/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Environment and Public Works Committee
	<b>SUMMARY:</b>	
		Facilitates the development of markets for alternative fuels and Ultra Low Sulfur Diesel fuel through research, development, and demonstration and data collection.
	<b>STATUS:</b>	
		02/17/2007 In SENATE. Read second time.
	02/17/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.	
US HR 670	<b>SPONSOR:</b>	Engel [D]
	<b>TITLE:</b>	Alternative Fuels
	<b>INTRODUCED:</b>	01/24/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Multiple Committees
	<b>SUMMARY:</b>	
		Promotes the national security and stability of the United States economy by reducing the dependence of the United States on foreign oil through the use of alternative fuels and new vehicle technologies, and for other purposes.
	<b>STATUS:</b>	
		01/24/2007 INTRODUCED.
		01/24/2007 To HOUSE Committee on ENERGY AND COMMERCE.
	01/24/2007 Additionally referred to HOUSE Committee on SCIENCE.	
	01/24/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.	
	01/24/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.	
	01/24/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.	

US HR 1300	<p><b>SPONSOR:</b> Hoyer [D]</p> <p><b>TITLE:</b> Nations Reduced Reliance on Foreign Oil</p> <p><b>INTRODUCED:</b> 03/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Multiple Committees</p> <p><b>SUMMARY:</b></p> <p>To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit.</p> <p><b>STATUS:</b></p> <p>03/01/2007 INTRODUCED.</p> <p>03/01/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on ARMED SERVICES.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on RULES.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on SCIENCE.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on HOUSE ADMINISTRATION.</p> <p>03/01/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.</p>
US HR 1506	<p><b>SPONSOR:</b> Markey [D]</p> <p><b>TITLE:</b> Fuel Economy Standards for Automobiles</p> <p><b>INTRODUCED:</b> 03/13/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Energy and Commerce Committee</p> <p><b>SUMMARY:</b></p> <p>To increase fuel economy standards for automobiles, and for other purposes.</p> <p><b>STATUS:</b></p> <p>03/13/2007 INTRODUCED.</p> <p>03/13/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>

US HR 1596	<p><b>SPONSOR:</b> Ferguson [R]</p> <p><b>TITLE:</b> Tax Incentives for Renewable Energy and Conservation</p> <p><b>INTRODUCED:</b> 03/20/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Ways and Means Committee</p> <p><b>SUMMARY:</b> Creates the Clean and Green Renewable Energy Tax Credit Act; provides for the extension and modification of investment tax credit with respect to solar energy property, qualified fuel cell property, and small wind systems.</p> <p><b>STATUS:</b> 03/20/2007 INTRODUCED. 03/20/2007 To HOUSE Committee on WAYS AND MEANS.</p>
US HR 1772	<p><b>SPONSOR:</b> Blumenauer [D]</p> <p><b>TITLE:</b> Wind Energy Property Tax Credits</p> <p><b>INTRODUCED:</b> 03/29/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> House Ways and Means Committee</p> <p><b>SUMMARY:</b> Amends the Internal Revenue Code to provide credits for the installation of wind energy property, including by rural homeowners, farmers, ranchers, and small businesses; relates to other purposes.</p> <p><b>STATUS:</b> 03/29/2007 INTRODUCED. 03/29/2007 To HOUSE Committee on WAYS AND MEANS.</p>
US S 23	<p><b>SPONSOR:</b> Harkin [D]</p> <p><b>TITLE:</b> Renewable Fuel and Energy Security</p> <p><b>INTRODUCED:</b> 01/04/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b> Promotes renewable fuel and energy security of the United States; relates to other purposes.</p> <p><b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>

US S 183	<p><b>SPONSOR:</b> Stevens [R]</p> <p><b>TITLE:</b> Corporate Average Fuel Economy</p> <p><b>INTRODUCED:</b> 01/04/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b> Requires the establishment of a corporate average fuel economy standard for passenger automobiles of forty miles per gallon 2017, and for other purposes.</p> <p><b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 In SENATE. Read second time. 01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 767	<p><b>SPONSOR:</b> Obama [D]</p> <p><b>TITLE:</b> Fuel Economy Standards for Automobiles</p> <p><b>INTRODUCED:</b> 03/06/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b> Increases fuel economy standards for automobiles and for other purposes.</p> <p><b>STATUS:</b> 03/06/2007 INTRODUCED. 03/06/2007 In SENATE. Read second time. 03/06/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 987	<p><b>SPONSOR:</b> Bingaman [D]</p> <p><b>TITLE:</b> Promoting Biofuels</p> <p><b>INTRODUCED:</b> 03/26/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Energy and Natural Resources Committee</p> <p><b>SUMMARY:</b> Enhances the energy security of the United States by promoting biofuels; relates to other purposes.</p> <p><b>STATUS:</b> 04/12/2007 In SENATE Committee on ENERGY AND NATURAL RESOURCES: Hearings held.</p>

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## ENVIRONMENT

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CA AB 109	<b>AUTHOR:</b>	Nunez [D]
	<b>TITLE:</b>	Global Warming Solutions Act of 2006: Annual Report
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	01/05/2007
	<b>LAST AMEND:</b>	07/18/2007
	<b>DISPOSITION:</b>	Pending
	<b>COMMITTEE:</b>	Senate Appropriations Committee
	<b>HEARING:</b>	08/20/2007 10:00 am
	<b>SUMMARY:</b>	Requires the Governor, Treasurer's office, the Public Employees' Retirement and the State Teachers' Retirement systems to annually report to the Legislature information relating to greenhouse gas emissions and green investments. Requires all land conservancies to report to the Legislature on past, current, and future activities to sequester greenhouse gas emissions. Requires an annual on the Global Warming Solutions Act. Includes the reduction of such gases in the Environmental Goals and Policy Project.
	<b>STATUS:</b>	
	07/18/2007	In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA AB 118	<b>AUTHOR:</b>	Nunez [D]
	<b>TITLE:</b>	Alternative Fuels and Vehicle Technologies: Funding
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	01/09/2007
	<b>LAST AMEND:</b>	07/17/2007
	<b>DISPOSITION:</b>	Pending
	<b>COMMITTEE:</b>	Senate Appropriations Committee
	<b>HEARING:</b>	08/20/2007 10:00 am
	<b>SUMMARY:</b>	Creates the Air Quality Improvement Program to fund air quality improvement projects relating to fuel and vehicle technologies and the Alternative Renewable Fuel, Vehicle Technology, Carbon Reduction, and Clean Air Program to provide grants and revolving loans to specified entities to develop innovative technologies that will transform the state's fuel and vehicle types. Requires the establishment of a related advisory board. Increases driver's license and motor vehicle registration related fees.
	<b>STATUS:</b>	
	07/17/2007	In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA AB 493	<b>AUTHOR:</b> Ruskin [D] <b>TITLE:</b> Motor Vehicle Greenhouse Gas Emissions: Incentives <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 02/20/2007 <b>LAST AMEND:</b> 06/01/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Inactive File <b>SUMMARY:</b> <p>Requires the State Air Resources Board to create and implement a clean vehicle incentive program meeting specified requirements, that would provide rebates to, and require surcharges from, purchasers of new motor vehicles based on the vehicle's greenhouse gas emissions to mitigate against emissions of greenhouse gases from motor vehicles. Creates the Clean Vehicle Incentive Account to be administered by the state board.</p> <b>STATUS:</b> 06/07/2007 In ASSEMBLY. Reconsideration granted. 06/07/2007 In ASSEMBLY. To Inactive File.
CA AB 505	<b>AUTHOR:</b> Plescia [R] <b>TITLE:</b> Income and Corporation Taxes: Credits: Hybrid <b>INTRODUCED:</b> 02/20/2007 <b>LAST AMEND:</b> 04/10/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Revenue and Taxation Committee <b>SUMMARY:</b> <p>Authorizes a credit against the Personal Income Tax and the Corporation Tax in an amount equal to the amount paid or incurred by a taxpayer during the taxable year for a qualified hybrid vehicle.</p> <b>STATUS:</b> 05/21/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.

CA AB 1077	<p><b>AUTHOR:</b> Lieber [D]</p> <p><b>TITLE:</b> Air Resources Board: Plug-in Hybrid Vehicles</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 08/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 08/20/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Enacts the Plug-in Hybrid Electric Vehicle Leadership Act of 2007. Establishes a Plug-in Hybrid Electric Vehicle Coordinating Council to develop and carry out a strategy of coordination between entities and organizations engaged in activities relating to plug-in hybrid electric vehicles. Requires identification of such vehicles for state use. Requires the Air Resources Board to develop certification testing protocols for emissions for the different types of plug-in vehicles.</p> <p><b>STATUS:</b></p> <p>08/01/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.</p> <p>08/01/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>
CA AB 1209	<p><b>AUTHOR:</b> Karnette [D]</p> <p><b>TITLE:</b> Air Resources Board: Emission Reduction Projects</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 07/18/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 08/20/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a the State Air Resources Board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along the state's trade corridors. Requires the projects to result in emission reductions not required by law or regulation in effect as of a specified date and states how the funds must be used.</p> <p><b>STATUS:</b></p> <p>07/18/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.</p> <p>07/18/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> MTA-Sup</p>



CA AB 1488	<p><b>AUTHOR:</b> Mendoza [D]</p> <p><b>TITLE:</b> Air Pollution: Smog Check Program: Diesel Vehicles</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 06/01/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>COMMITTEE:</b> Senate Appropriations Committee</p> <p><b>HEARING:</b> 08/20/2007 10:00 am</p> <p><b>SUMMARY:</b></p> <p>Requires the Bureau of Automotive Repair to develop and adopt, by regulation, a pilot program to integrate lightweight diesel vehicles into the smog check program. Provides that diesel vehicles less than 14,000 pounds would be eligible for the program, although vehicle owners would not be subject to disciplinary action based on the test results. Requires a report on the program.</p> <p><b>STATUS:</b></p> <p>07/10/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.</p>
CA SB 19	<p><b>AUTHOR:</b> Lowenthal [D]</p> <p><b>TITLE:</b> Trade Corridor: Projects to Reduce Emissions: Goods</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 12/04/2006</p> <p><b>LAST AMEND:</b> 07/17/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Air Resources Board to implement the Goods Movement Emission Reduction Program and to to adopt guidelines and funding criteria for the program. Creates eligibility requirements for funding pursuant to this program. Creates the Goods Movement Emission Reduction Fund to be funded with bond proceeds.</p> <p><b>STATUS:</b></p> <p>07/17/2007 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.</p> <p>07/17/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p>

CA SB 70	<b>AUTHOR:</b>	Florez [D]
	<b>TITLE:</b>	Biodiesel
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	01/17/2007
	<b>LAST AMEND:</b>	07/09/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Appropriations Committee
	<b>SUMMARY:</b>	
	Specifies standards for biodiesel and biodiesel blends. Requires notification of consumers by retailers of the fuel's biodiesel content. Provides for a specified labeling program. Authorizes school districts to use a biodiesel fuel blend to operate all of their diesel-powered schoolbuses if certain conditions are met. Authorizes the use of a biodiesel fuel blend to operate diesel-powered vehicles owned or leased by the State, by a city, county, or city and county, or by a mass transit district.	
	<b>STATUS:</b>	
	07/09/2007	In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA SB 71	<b>AUTHOR:</b>	Florez [D]
	<b>TITLE:</b>	Alternative Fuels: Biodiesel
	<b>INTRODUCED:</b>	01/17/2007
	<b>LAST AMEND:</b>	04/16/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Transportation and Housing Committee
	<b>SUMMARY:</b>	
	Requires all vehicles owned or leased by the state, by a city, county or city and county, or by a mass transit district, that uses diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel fuel, if biodiesel blend fuel is cost-effective and readily available. Requires the State Air Resources Board to establish a program to implement and monitor the requirements.	
	<b>STATUS:</b>	
	04/16/2007	From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
	04/16/2007	In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

CA SB 375	<p><b>AUTHOR:</b> Steinberg [D]</p> <p><b>TITLE:</b> Transportation Planning: Travel Models: Reviews</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/21/2007</p> <p><b>LAST AMEND:</b> 07/17/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a preferred growth scenario designed to achieve goals for the reduction of vehicle miles in the region, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.</p> <p><b>STATUS:</b></p> <p>07/17/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> MTC-SupInConc</p>
CA SB 947	<p><b>AUTHOR:</b> Hollingsworth [R]</p> <p><b>TITLE:</b> Consultation: Transportation Facilities</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 04/30/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Natural Resources Committee</p> <p><b>SUMMARY:</b></p> <p>Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning a project proposed by a lead agency which requires an environmental impact report under the California Environmental Quality Act. Requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation.</p> <p><b>STATUS:</b></p> <p>05/24/2007 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.</p> <p><b>Position:</b> SANBAG-Sup</p>

US HR 1756	<p><b>SPONSOR:</b> Hunter [R]</p> <p><b>TITLE:</b> Mexico Domiciled Motor Carriers</p> <p><b>INTRODUCED:</b> 03/29/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Multiple Committees</p> <p><b>SUMMARY:</b></p> <p>Prohibits Mexico-domiciled motor carriers from operating beyond United States municipalities and commercial zones on the United States-Mexico border until certain conditions are met to ensure the safety of such operations.</p> <p><b>STATUS:</b></p> <p>04/10/2007 In HOUSE Committee on HOMELAND SECURITY: Referred to Sbcmt. on TRANSPORTATION SECURITY AND INFRASTRUCTURE PROTECTION.</p>
US HR 1773	<p><b>SPONSOR:</b> Boyda [D]</p> <p><b>TITLE:</b> Authority of the Secretary of Transportation</p> <p><b>INTRODUCED:</b> 03/29/2007</p> <p><b>LAST AMEND:</b> 05/15/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Commerce, Science &amp; Transportation Committee</p> <p><b>SUMMARY:</b></p> <p>Limits the authority of the Secretary of Transportation to grant authority to motor carriers domiciled in Mexico to operate beyond United States municipalities and commercial zones on the United States-Mexico border.</p> <p><b>STATUS:</b></p> <p>05/16/2007 In SENATE. Read second time.</p> <p>05/16/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 280	<p><b>SPONSOR:</b> Lieberman [D]</p> <p><b>TITLE:</b> Greenhouse Gas Emissions</p> <p><b>INTRODUCED:</b> 01/12/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Environment and Public Works Committee</p> <p><b>SUMMARY:</b></p> <p>Provides for a program to accelerate the reduction of greenhouse gas emissions in the United States by establishing a market-driven system of greenhouse gas treatable allowances.</p> <p><b>STATUS:</b></p> <p>01/12/2007 INTRODUCED.</p> <p>01/12/2007 In SENATE. Read second time.</p> <p>01/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>

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## SOLID WASTE

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CA AB 722	<b>AUTHOR:</b>	Levine [D]
	<b>TITLE:</b>	Energy: General Service Lamp
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/22/2007
	<b>LAST AMEND:</b>	06/04/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Inactive File
	<b>SUMMARY:</b>	Amends the Warren-Alquist State Resources Conservation and Development Act which requires the State Energy Resources Conservation and Development Commission to prescribe the minimum level of operating efficiency for lighting devices. Requires general service lamps sold in the state within specified ranges of lumen output to meet a minimum energy efficiency standard of a specified lumens per watt.
	<b>STATUS:</b>	
	06/07/2007	In ASSEMBLY. To Inactive File.
CA AB 1150	<b>AUTHOR:</b>	Lieu [D]
	<b>TITLE:</b>	Solid Waste: Transformation
	<b>INTRODUCED:</b>	02/23/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Natural Resources Committee
	<b>SUMMARY:</b>	Relates to a transformation integrated waste management program. Defines transformation as the incineration of solid waste, or the processing of solid waste through a noncombustion thermal, chemical, or biological process.
	<b>STATUS:</b>	
	03/15/2007	To ASSEMBLY Committee on NATURAL RESOURCES.
CA AB 1237	<b>AUTHOR:</b>	Hancock [D]
	<b>TITLE:</b>	Solid Waste: Solid Waste Facilities
	<b>INTRODUCED:</b>	02/23/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Natural Resources Committee
	<b>SUMMARY:</b>	Relates to existing law which requires the Integrated Waste Management Board to either concur or object to the issuance or revision of a solid waste facility permit within 60 days from the board's receipt of a facility permit. Extends the time period in which the board may concur or object to 90 days. Eliminates the need for a public hearing prior to an enforcement action by the board.
	<b>STATUS:</b>	
	03/15/2007	To ASSEMBLY Committee on NATURAL RESOURCES.

CA SB 1020	<b>AUTHOR:</b> Padilla [D] <b>TITLE:</b> Solid Waste: Diversion <b>INTRODUCED:</b> 02/23/2007 <b>LAST AMEND:</b> 06/26/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Assembly Appropriations Committee <b>SUMMARY:</b> Requires the State Integrated Waste Management Board to adopt policies and incentives to ensure that, on or before a specified date, 60% of all solid waste generated in the state is source reduced, recycled, or composted and to ensure that, on or before a specified date, 75% of all solid waste generated is source reduced, recycled, or composted. <b>STATUS:</b> 07/18/2007 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
US HR 70	<b>SPONSOR:</b> Davis Jo [R] <b>TITLE:</b> Out of State Municipal Solid Waste Regulations <b>INTRODUCED:</b> 01/04/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> House Energy and Commerce Committee <b>SUMMARY:</b> Authorizes States to regulate the receipt and disposal of out-of-State municipal solid waste. <b>STATUS:</b> 01/04/2007 INTRODUCED. 01/04/2007 To HOUSE Committee on ENERGY AND COMMERCE.
US HR 720	<b>SPONSOR:</b> Oberstar [DFL] <b>TITLE:</b> Water Pollution Control <b>INTRODUCED:</b> 01/30/2007 <b>LAST AMEND:</b> 03/09/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Environment and Public Works Committee <b>SUMMARY:</b> Authorizes appropriations for State water pollution control revolving funds. <b>STATUS:</b> 03/12/2007 In SENATE. Read second time. 03/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US S 719	<b>SPONSOR:</b> Lautenberg [D] <b>TITLE:</b> Surface Transportation Board <b>INTRODUCED:</b> 02/28/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Commerce, Science & Transportation Committee  <b>SUMMARY:</b> Amends section 10501 of title 49, United States Code, to exclude solid waste disposal from the jurisdiction of the Surface Transportation Board. <b>STATUS:</b> 02/28/2007 INTRODUCED. 02/28/2007 In SENATE. Read second time. 02/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.
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**WATER**

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CA AB 224	<b>AUTHOR:</b> Wolk [D] <b>TITLE:</b> Water Supply Planning <b>FISCAL COMMITTEE:</b> yes <b>URGENCY CLAUSE:</b> no <b>INTRODUCED:</b> 01/29/2007 <b>LAST AMEND:</b> 08/01/2007 <b>DISPOSITION:</b> Pending <b>COMMITTEE:</b> Senate Appropriations Committee <b>HEARING:</b> 08/20/2007 10:00 am <b>SUMMARY:</b> Enacts the Climate Change and Water Resource Protection Act of 2007. Requires the Department of Water Resources to include an analysis of the potential effects of climate change, in reports or plans that the department is required to prepare. Requires an urban water supplier and an agricultural water supplier to take certain action relating to climate change information. Requires a report that quantifies the energy savings and greenhouse emission reduction associated with water supply development. <b>STATUS:</b> 08/01/2007 From SENATE Committee on APPROPRIATIONS with author's amendments. 08/01/2007 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
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CA SB 27	<p><b>AUTHOR:</b> Simitian [D]  <b>TITLE:</b> Sacramento-San Joaquin River Delta Drinking Water  <b>FISCAL COMMITTEE:</b> yes  <b>URGENCY CLAUSE:</b> no  <b>INTRODUCED:</b> 12/04/2006  <b>LAST AMEND:</b> 04/24/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Assembly Water, Parks and Wildlife Committee  <b>SUMMARY:</b>  Requires the Secretary of the Resources Agency to begin implementing certain actions on behalf of the Sacramento-San Joaquin River Delta, including investing in emergency preparedness, funding projects to aid sustainability in the Delta, identifying critical levees to be strengthened, and commencing Delta restoration projects. Declares legislative intent to enact legislation to begin implementing a program for sustainable management of the Delta in 2008.  <b>STATUS:</b>  06/21/2007 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.</p>
US HR 122	<p><b>SPONSOR:</b> Dreier [R]  <b>TITLE:</b> Reclamation Wastewater and Groundwater Study  <b>INTRODUCED:</b> 01/04/2007  <b>LAST AMEND:</b> 03/05/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Energy and Natural Resources Committee  <b>SUMMARY:</b>  Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Inland Empire regional recycling project and in the Cucamonga Valley Water District recycling project.  <b>STATUS:</b>  03/06/2007 In SENATE. Read second time.  03/06/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.</p>
US HR 700	<p><b>SPONSOR:</b> McNerney [D]  <b>TITLE:</b> Healthy Communities Water Supply Act of 2007  <b>INTRODUCED:</b> 01/29/2007  <b>LAST AMEND:</b> 03/08/2007  <b>DISPOSITION:</b> Pending  <b>LOCATION:</b> Senate Environment and Public Works Committee  <b>SUMMARY:</b>  Amends the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects.  <b>STATUS:</b>  03/09/2007 In SENATE. Read second time.  03/09/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>



US HR 720	<b>SPONSOR:</b> Oberstar [DFL] <b>TITLE:</b> Water Pollution Control <b>INTRODUCED:</b> 01/30/2007 <b>LAST AMEND:</b> 03/09/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Environment and Public Works Committee <b>SUMMARY:</b> Authorizes appropriations for State water pollution control revolving funds. <b>STATUS:</b> 03/12/2007 In SENATE. Read second time. 03/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.
US HR 1140	<b>SPONSOR:</b> Calvert [R] <b>TITLE:</b> Advanced Water Treatment Plant Facility <b>INTRODUCED:</b> 02/16/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Energy and Natural Resources Committee <b>SUMMARY:</b> To authorize the Secretary, in cooperation with the City of San Juan Capistrano, California, to participate in the design, planning, and construction of an advanced water treatment plant facility and recycled water system, and for other purposes. <b>STATUS:</b> 05/08/2007 In SENATE. Read second time. 05/08/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.
US HR 1495	<b>SPONSOR:</b> Oberstar [DFL] <b>TITLE:</b> Conservation and Development of Water <b>INTRODUCED:</b> 03/13/2007 <b>LAST AMEND:</b> 05/16/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Conference Committee <b>SUMMARY:</b> To provide for the conservation and development of water and related resources, to authorize the Secretary of the Army to construct various projects for improvements to rivers and harbors of the United States, and for other purposes. <b>STATUS:</b> 08/01/2007 In HOUSE. CONFERENCE Committee Report adopted by HOUSE.

US HR 1725	<p><b>SPONSOR:</b> Bono [R]</p> <p><b>TITLE:</b> Reclamation Wastewater and Groundwater Study</p> <p><b>INTRODUCED:</b> 03/28/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Energy and Natural Resources Committee</p> <p><b>SUMMARY:</b></p> <p>Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Rancho California Water District Southern Riverside County Recycled/Non-Potable Distribution Facilities and Demineralization/Desalination Recycled Water Treatment and Reclamation Facility Project.</p> <p><b>STATUS:</b></p> <p>07/11/2007 In SENATE. Read second time.</p> <p>07/11/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.</p>
US HR 1737	<p><b>SPONSOR:</b> Capps [D]</p> <p><b>TITLE:</b> Reclamation Wastewater and Groundwater Study</p> <p><b>INTRODUCED:</b> 03/28/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Energy and Natural Resources Committee</p> <p><b>SUMMARY:</b></p> <p>To amend the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the design, planning, and construction of permanent facilities for the GREAT project to reclaim, reuse, and treat impaired waters in the area of Oxnard, California.</p> <p><b>STATUS:</b></p> <p>05/08/2007 In SENATE. Read second time.</p> <p>05/08/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.</p>
US S 1474	<p><b>SPONSOR:</b> Feinstein [D]</p> <p><b>TITLE:</b> Construction of Water Facilities</p> <p><b>INTRODUCED:</b> 05/24/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Senate Energy and Natural Resources Committee</p> <p><b>SUMMARY:</b></p> <p>Authorizes the Secretary of the Interior to plan, design and construct facilities to provide water for irrigation, municipal, domestic, and other uses from the Bunker Hill Groundwater Basin, Santa Ana River, California, and for other purposes.</p> <p><b>STATUS:</b></p> <p>05/24/2007 INTRODUCED.</p> <p>05/24/2007 In SENATE. Read second time.</p> <p>05/24/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.</p>

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## WATER BONDS

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CA AB 1253	<b>AUTHOR:</b>	Caballero [D]
	<b>TITLE:</b>	Sustainable Communities and Greening: Grant Program
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	02/23/2007
	<b>LAST AMEND:</b>	07/17/2007
	<b>DISPOSITION:</b>	Pending
	<b>COMMITTEE:</b>	Senate Appropriations Committee
	<b>HEARING:</b>	08/20/2007 10:00 am
	<b>SUMMARY:</b>	Creates the Sustainable Communities and Urban Greening Fund and the Integrated Sustainable Planning Implementation Council to develop and administer programs to award grants and loans to improve the sustainability and liveability of communities through development of green infrastructure. Requires the council to create the Planning Revolving Loan Program for the purpose of distributing funds to eligible planning projects to encourage the development of land use plans that further specified goals.
	<b>STATUS:</b>	
	07/17/2007	In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
	<b>Position:</b>	CALCOG-SupInConc
CA AB 1602	<b>AUTHOR:</b>	Nunez [D]
	<b>TITLE:</b>	Environment: Sustainable Communities
	<b>INTRODUCED:</b>	02/23/2007
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Environmental Quality Committee
	<b>SUMMARY:</b>	Establishes the sustainable communities and urban greening grant program. Grants to local public agencies and nonprofit organizations for the purpose of improving the sustainability and liability of communities through the development of green infrastructure that provides multiple benefits, including improved air and water quality, energy and water conservation, climate change mitigation and recreational and other community benefits.
	<b>STATUS:</b>	
	06/14/2007	To SENATE Committee on ENVIRONMENTAL QUALITY.
	<b>Position:</b>	CALCOG-SupInConc

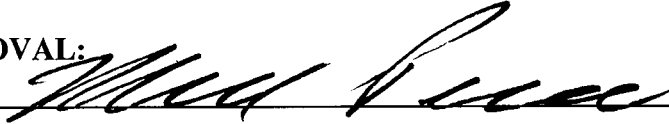
CA SB 5	<p><b>AUTHOR:</b> Machado [D]</p> <p><b>TITLE:</b> Flood Management</p> <p><b>INTRODUCED:</b> 12/04/2006</p> <p><b>LAST AMEND:</b> 04/25/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Requires the Department of Water Resources to prepare the Sacramento-San Joaquin River Flood Management Plan and to adopt the plan. Requires the plan to include specified components relating to the river flood management system. Requires flood risks in approvals of projects in flood hazard zones. Requires specified local governments to amend the general plan to include related specified data, analysis, goals, and objectives and to develop funding mechanism to finance local flood responsibilities.</p> <p><b>STATUS:</b></p> <p>07/03/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</p>
CA SB 732	<p><b>AUTHOR:</b> Steinberg [D]</p> <p><b>TITLE:</b> Coastal Protection Bond Act of 2006</p> <p><b>FISCAL COMMITTEE:</b> yes</p> <p><b>URGENCY CLAUSE:</b> no</p> <p><b>INTRODUCED:</b> 02/23/2007</p> <p><b>LAST AMEND:</b> 06/28/2007</p> <p><b>DISPOSITION:</b> Pending</p> <p><b>LOCATION:</b> Assembly Appropriations Committee</p> <p><b>SUMMARY:</b></p> <p>Implements the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act. Requires departments that are to implement the initiative to develop and adopt guidelines and regulations. Provides for funds for nature education and research facilities and for parks, reports regarding grant recipients, investor-owned utilities, and the funding of integrated regional water management plan projects or programs. Creates the Sustainable Communities Council and Fund.</p> <p><b>STATUS:</b></p> <p>07/03/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.</p> <p><b>Position:</b> CALCOG-SupInConc</p>

CA SB 763	<b>AUTHOR:</b> Ridley-Thomas [D] <b>TITLE:</b> Economic Development Programs <b>INTRODUCED:</b> 02/23/2007 <b>LAST AMEND:</b> 04/30/2007 <b>DISPOSITION:</b> Pending <b>LOCATION:</b> Senate Business, Professions & Economic Development Committee  <b>SUMMARY:</b> Declares the intent of the Legislature to enact legislation providing that all economic development programs implemented by the Business, Transportation and Housing Agency should, at the discretion of the Secretary of Business, Transportation and Housing, adopt specified objectives. <b>STATUS:</b> 05/03/2007 Withdrawn from SENATE Committee on RULES. 05/03/2007 Re-referred to SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT. <b>Position:</b> CALCOG-SupInConc
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# REPORT

**DATE:** August 30, 2007  
**TO:** Energy and Environment Committee  
**FROM:** Daniel E. Griset, Program Manager, 213.236.1895, griset@scag.ca.gov  
**SUBJECT:** One Water, One Watershed (OWOW)

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Support the comprehensive water management strategy of One Water One Watershed and direct SCAG staff to collaborate with OWOW in ways that will promote the active use of comprehensive water and resources management in watersheds throughout the SCAG region.

## BACKGROUND:

At its last meeting, the Water Policy Task Force was briefed on the One Water One Watershed (OWOW) initiative. This initiative proposes a new level of planning integration in which water resource management is considered in conjunction with other regional priorities such as transportation, land use, open space and habitat protection, parks and recreation, flood control and environmental justice. Based on its continuing interest in the use of integrated resources planning throughout the SCAG region, including planning of water resources, the Task Force acted to urge SCAG support for the OWOW initiative and encourage the use of its integrated approaches in other watersheds in the region.

OWOW is a response to significant conditions that are threatening water supplies and water quality in the Santa Ana River watershed:

- Climate Change that is reducing water supplies at the same time when water needs are increasing in the watershed.
- Uncertainties associated with Colorado River supplies created by the prospects of a long-term drought and entitlement claims of the Upper Basin states.
- Dangers of reduced water supplies from the State Project Water owing to catastrophic levee failure and ecosystem and species declines.
- Lost capacity in the watershed to benefit from natural hydrology and infiltration as land development occurs and population increases lead to greater water needs.

The OWOW is in the process of building a coalition of stakeholders in the watershed to prepare a comprehensive integrated regional water management plan that “builds collaborative support, develops multi-benefit projects, provides a single unified proposal, and secures increased funding to address water resource threats to the watershed.”

# REPORT

This process is a much more comprehensive approach than the one used to bring \$250 million to the watershed from Proposition 13. In that successful effort the funded projects were principally those sponsored by the SAWPA member agencies.

OWOW is organized with a Steering Group and Working Group:

- The Steering Committee is composed of County Supervisors, Mayors, elected water officials and members of the business and environmental community.
- A Working Group will develop plans and solutions with leaders from water agencies, county governments, universities and non-profit organizations.

As it prepares an integrated water management for the watershed, OWOW will work with and evaluate 10 major elements or “pillars” of water resource management:

1. Water Supply Reliability (including groundwater management, water storage, water conveyance)
2. Water Quality Improvement (including desalination)
3. Flood Control and Stormwater Runoff (including TMDL and NPS pollution control)
4. Water Recycling (including wastewater treatment and collection)
5. Environmental Enhancement and Habitat (including wetlands, forest and wildlife conservation)
6. Water Conservation (including rainwater capture and recharge)
7. Climate Change (including carbon “footprinting” and energy benefits)
8. Land Use (including smart growth, low impact development)
9. Environmental Justice (including perchlorate cleanup, disadvantaged communities)
10. Parks, Recreation, Open Space (including trails)

The financial objective of this new initiative is \$200 million in new state bond funding.

This effort is well aligned with priorities that are now being developed in the Water Resources Chapter of an updated Regional Comprehensive Plan for the SCAG region. The priorities include the important linkages between water supply and water quality, land use and the protection of natural areas, water conservation and reuse and water system reliability and cost-effectiveness. Taken together these linkages constitute a much needed integration of resources planning that can contribute to more sustainable urban activities in a growing SCAG region.

# REPORT

The OWOW effort is consistent with the draft Goals and Outcomes for the Water Resources Chapter that was received and endorsed by the Regional Comprehensive Plan Task Force at its July 9, 2007 meeting and forwarded on to the Energy and Environment Committee as an information item at its August 30, 2007 meeting.

## FISCAL IMPACT:

Support of this strategy will not result in a fiscal impact on SCAG.

Reviewed by:

*Jonathan Nanda for J. L. L.*  
Division Manager

Reviewed by:

*Has Buller*  
Department Director

Reviewed by:

*Joseph B. Selig*  
Chief Financial Officer



# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Jennifer Brost Sarnecki, Senior Regional Planner; [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov), (213) 236-1829

**SUBJECT:** Regional Comprehensive Plan Goals, Outcomes and Action Plans for Air Quality, Water, and Solid Waste

## BACKGROUND:

The pending update to the Regional Comprehensive Plan (RCP) will lay out a vision for how Southern California can achieve sustainability in nine areas of policy, including Transportation, Land Use and Housing, Water, Air Quality, Solid Waste, Energy, Open Space, Economy, and Security and Emergency Preparedness.

Based on the RCP's Vision and Guiding Principles that were reviewed by the CEHD on July 12, 2007, staff has developed draft recommendations for the Air Quality, Water, and Solid Waste chapters for the Committee's review and comment. The EEC reviewed initial recommendations for the Solid Waste chapter in November 2006, while the Air Quality and Water chapters were reviewed in December 2006. The RCP Task Force subsequently approved refinements to these recommendations in June and July 2007.

The Goals represent an idealized vision of a sustainable future for each resource area. The Outcomes are desired outcomes that measure our progress towards sustainability goals and ideally are quantifiable and trackable over time. The Action Plan represents the implementation strategy that identifies recommended roles and responsibilities to meet the recommended Outcomes and achieve the desired Goals.

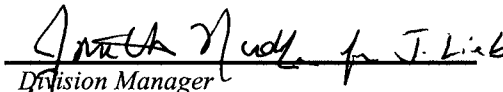
## Attachments:

1. RCP Air Quality Chapter – Draft Goals and Outcomes
2. RCP Water Chapter – Draft Goals and Outcomes
3. RCP Solid Waste Chapter – Draft Goals and Outcomes

## FISCAL IMPACT:

Activities related to the Regional Comprehensive Plan are contained in the OWP under the work element 08-035.SCGS1.

Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

## **RCP Air Quality Chapter**

### **Draft Goals, Outcomes and Action Plan**

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#### **Goals**

- Reduce emissions of criteria pollutants to help attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.
- Minimize land uses that increase risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM<sub>10</sub>, PM<sub>2.5</sub>, ultrafine), and carbon monoxide.
- Expand green building practices to reduce energy-related emissions from development.

#### **Outcomes**

- Attain the federal 8-hour ozone standard by the dates specified in the 2007 AQMPs for the respective non-attainment areas:
  - South Coast Air Basin by 2024
  - Coachella Valley by 2019
  - Antelope Valley and Western Mojave Desert by 2019 or 2021 (to be determined by ARB by fall 2007)
  - Ventura County by 2013 or 2017 (to be determined by ARB by fall 2007)
  - Imperial County by 2007
- Attain the federal PM<sub>2.5</sub> standards in the South Coast Air Basin by 2015 as designated by the U.S. Environmental Protection Agency.
- Reduce the region's greenhouse gas emissions to 1990 levels by 2020.
- Amend local government General Plans to restrict future growth of residences and other sensitive receptors near major sources of toxic air contaminants and other hazardous air pollutants (e.g., freeways, railyards, and industrial facilities).

- All cities in the region adopt green building standards by 2012.

## **ACTION PLAN**

### **Constrained Actions**

#### **AQ-1. Implement control measures from local Air Quality Management Plans (AQMPs)**

- AQ-1.1** SCAG shall ensure that transportation plans, programs, and projects are consistent with State air quality plans for attaining and maintaining the health-based National Ambient Air Quality Standards (NAAQS).
- AQ-1.2** SCAG shall ensure compliance with the Transportation Conformity Rule, which include the new air quality standards for fine particulate matter (PM2.5) and 8-hour Ozone.
- AQ-1.3** SCAG shall ensure that there is continued development of Transportation Control Measures (TCMs) in the South Coast Air Basin (SCAB).
- AQ-1.4** Local governments should accelerate turnover of older, more polluting mobile and stationary source equipment.

#### **AQ-2. Identify new SIP control strategies that reduce the amount of undefined emission reductions necessary to reach attainment.**

- AQ-2.1** SCAG shall coordinate with U.S. EPA, the California Air Resources Board, local air districts, and other stakeholders to develop consensus on how to identify discrete control measures that replace the undefined reductions in attainment plans.

#### **AQ-3. Support and pursue environmentally sustainable strategies that implement and complement climate change goals and outcomes.**

- AQ-3.1** SCAG will develop policies that support the greenhouse gas emissions targets set forth in the Global Warming Solutions Act of 2006 (AB 32), which requires a reduction in global warming emissions to 1990 levels by 2020.
- AQ-3.2** SCAG will participate in the development of rules to implement ARB's three Group 1 "discrete early action greenhouse gas reduction measures." These include the proposed Low Carbon Fuel Standard, reduction of refrigerant losses from motor vehicle air conditioning maintenance, and increased methane capture from landfills.
- AQ-3.3** SCAG will participate in the development of ARB's twenty Group 2, non-regulatory activities and greenhouse gas regulations that will be enforceable after January 1, 2010, including electrification, phase two vehicle standards, and more refrigerant controls.

- AQ-3.4** SCAG will participate in the development of ARB's ten Group 3 "traditional control measures" that aimed to reduce criteria and toxic air pollutants which have concurrent climate co-benefits.
- AQ-3.5** Local governments should update their General Plans to address the requirements of AB 32. This should include an inventory of 1990 emissions of greenhouse gases and a strategy for reducing 2020 emissions to those levels.
- AQ-3.6** SCAG will provide assistance to local governments on how to address climate change issues in General Plan updates.

#### **AQ-4. Develop policies that discourage the location of sensitive receptors that expose humans to adverse air quality impacts.**

- AQ-4.1** SCAG shall assist local governments develop policies that minimize exposure of sensitive receptors and sites (e.g. schools, hospitals, and residences) to major sources of air pollution, including diesel particulate matter emissions, such high-traffic freeways and roads, rail yards, ports, and industrial facilities.
- AQ-4.2** Local governments should amend General Plans, zoning ordinances, business licensing, and related land use permitting processes to minimize human health impacts from exposure of sensitive receptors to local sources of air pollution. Jurisdictions should consider applicable guidance documents, such as CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* and the South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*.

#### **AQ-5. Practice and promote sustainable building practices.**

- AQ-5.1** SCAG shall disseminate information about energy efficiency and green building programs and energy use reduction, such as the U.S. Environmental Protection Agency's (EPA) Energy Star Program, the Air Quality Management District's (AQMD) Equipment Exchange Program, and U.S. Green Building Council's (USGBC) LEED Program through the SCAG web site, web links to other programs, and educational workshops and presentations.
- AQ-5.2** SCAG shall adopt a policy to strive for carbon neutrality for its own facilities and operations.
- AQ-5.3** Local governments should adopt policies that strive for carbon neutrality for their own facilities and operations.
- AQ-5.4** SCAG shall utilize its IGR process to recommend utilization of green building practices as potential mitigation measures.
- AQ-5.5** SCAG, shall engage both private and public sectors to assist local government in the creation of green business certification program for businesses that want to reduce energy usage.
- AQ-5.6** In updating their General Plans and/or zoning ordinances, local governments should encourage the use of green building practices, which include

incorporating LEED design standards and utilizing energy efficient, recycled-content and locally harvested or procured materials.

- AQ-5.7** Local governments should develop incentive programs (e.g. density bonuses) to encourage green building and resource and energy conservation in development practices.

## **Strategic Initiatives**

- AQ-S-1 SCAG shall work with federal, state, and local stakeholders to identify long-term innovative strategies that can achieve significant emissions reductions from the transportation system, including transformative goods movement strategies.**

## **RCP Water Chapter**

### **Draft Goals, Outcomes and Action Plan**

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#### **Goals**

- Develop sufficient water supplies through environmentally sustainable imports, local conservation and conjunctive use, reclamation and reuse to meet the water demands created by continuing regional growth.
- Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region.
- Foster comprehensive and collaborative watershed planning within the region that produces waterwise programs and projects with multiple benefits and ecosystem protections, integrating local government planning efforts with those of special districts, environmental advocates and other watershed stakeholders.

#### **Outcomes**

- Reduce regional water demand through waterwise land use and local policies that reduce existing per capita water consumption by 25% in 2030.
- Reduce overall stormwater and urban runoff pollution in the region's waterways and water bodies by eliminating all current 303(d) listings by 2030.
- All SCAG member agencies participate in the planning and implementation of integrated watershed management activities throughout the region.

### **ACTION PLAN**

#### **Constrained Actions**

##### **WA-1. SCAG shall encourage increasing overall water supplies in the region to support the region's future growth by:**

- Securing sustainable and reliable water imports.

- Supporting local projects to recycle and reclaim treated wastewater for irrigation and other outdoor uses.
- Supporting research on new technologies.
- WA-1.1** SCAG shall encourage patterns of urban development and land use that reduce costs on infrastructure construction and make better use of existing facilities.
- WA-1.2** SCAG shall encourage local governments and water purveyors to consider potential climate change hydrology and create systems to manage water for reliable year-around use, and for ecosystem health (storage/balance with fisheries requirement).
- WA-1.3** SCAG shall promote a water conservation ethic throughout the region, featuring the connections between water and energy and between system capacities and timing of water use.
- WA-1.4** SCAG shall encourage local governments and water purveyors to reduce exterior uses of water with the promotion of native landscape plantings and weather-based irrigation systems, supported by water pricing incentives.
- WA-1.5** SCAG shall promote the creation of stable sources of funding for water and environmental stewardship and related infrastructure sustainability (legislative program should support a dedicated revenue source such as (Constitutional Amendment ACA 13 which allows cities to levy stormwater management fees).
- WA-1.6** SCAG shall support the protection and development of vital resources such as wetlands, groundwater recharge areas, woodlands, riparian corridors, production lands, and land containing unique and endangered plants and animals.
- WA-1.7** SCAG shall encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges.
- WA-1.8** SCAG shall encourage local jurisdictions in the adoption of plans and policies that require water wise development within jurisdictional boundaries.
- WA-1.9** SCAG shall support local jurisdictions in the development of plans and policies to redesign/ retrofit existing development and land use to reduce water demand and water pollution. Support the research/ creation of best practices, case studies, and model ordinances for this purpose.
- WA-1.10** SCAG shall support the use of funding and market incentive mechanisms to encourage water wise planning and development, including streamlining/ prioritizing projects that minimize water impacts and water demand.
- WA-1.11** SCAG shall support water providers in developing and implementing tiered pricing structures to discourage unnecessary use and waste of water.

## **WA-2. Encourage new partnerships, low impact developments and natural spaces that reduce, treat, infiltrate and manage runoff.**

- WA-2.1** SCAG shall encourage limiting salts and other contaminants in the region's water in order to reclaim and reuse these water supplies cost-effectively. (imports from Colorado River are increasing in salinity, blending of Colorado River water and Northern California water could assist, treatment of agricultural runoff should be encouraged).
- WA-2.2** SCAG shall encourage the development of comprehensive partnership approaches to remove legacy water impairments rather than today's regulatory command and control approach causing conflict, cost and delay.
- WA-2.3** SCAG shall encourage new low impact developments and natural spaces that reduce, treat, infiltrate and manage runoff caused by storms and impervious surfaces.
- WA-2.4** SCAG shall encourage the minimization of flooding risks in alluvial fan areas of the region.
- WA-2.5** SCAG shall encourage designing and operation of regional transportation facilities that prevent runoff from contaminating the surrounding watershed ecosystem.
- WA-2.6** SCAG shall encourage opportunities for pollution reduction marketing and other market-incentive water quality programs as an alternative to strict command and control regulation.
- WA-2.7** SCAG shall ensure that the planning and development of wastewater treatment facilities be consistent with its most recent population projections. SCAG shall take into account the needs of wastewater treatment agencies, including: building treatment facilities in cost-effective increments of capacity, building well enough in advance to reliably meet unanticipated service and stormwater demands, and providing standby capacity for public safety and environmental protection objectives.
- WA-2.8** SCAG shall encourage the cleanup of contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such cleanups should leverage state and federal resources and minimize significant impacts to the local economy.
- WA-2.9** SCAG shall encourage wastewater treatment plants to have expansion plans, approvals, and financing in place once their facilities reach 80 percent of capacity.

## **WA-3. Encourage coordination, cooperation, and integrated planning between member agencies and local governments.**

- WA-3.1** SCAG shall encourage coordinated watershed management planning at the sub-regional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed



management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e.g. transportation, air quality, water supply).

- WA-3.2** SCAG shall facilitate information sharing between local water agencies and local jurisdictions, regarding continuing efforts to evaluate future water demands and establish the necessary supply and infrastructure, as documented in their Urban Water Management Plans.
- WA-3.3** SCAG shall facilitate information-sharing about water policy-related regional coordination throughout California and the Colorado River basin that develops and supports sustainable growth policies.
- WA-3.4** SCAG shall involve the region's water supply agencies in planning efforts, in order to make water resource information available to local jurisdictions for use in their land use planning and decisions. Such information includes water supply, water quality, location of recharge areas and groundwater, and other useful information.
- WA-3.5** SCAG shall support the adoption of MOUs and JPAs by local agencies establishing participation in the governance of integrated watershed planning and implementation.
- WA-3.6** SCAG shall encourage the integration of all water stewardship practices within watershed governance frameworks that unify investment incentives among all stakeholders and prioritize resources for those investments with the highest returns and best outcomes.
- WA-3.7** SCAG shall encourage watershed management programs and strategies, recognizing the primary role of local governments in such efforts.
- WA-3.8** SCAG shall provide, as appropriate, legislative support and advocacy of regional water conservation, supply, and water quality projects.
- WA-3.9** SCAG supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.

## **RCP Solid Waste Chapter**

### **Draft Goals, Outcomes and Action Plan**

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#### **Goals**

- A Zero Waste<sup>1</sup> region that conserves our natural resources, reduces our reliance on landfills, and creates new economic opportunities in the most environmentally responsible manner possible.

#### **Outcomes**

- All SCAG region jurisdictions should meet a 30% waste disposal rate by 2035 to minimize landfilling.
- Conversion technologies should be available as a diversion strategy in the next five years with one or more new conversion technology facilities sited in the SCAG region by 2035.

#### **Action Plan**

#### **Constrained Actions**

##### **SW 1. Develop and support waste prevention and reduction practices.**

**SW 1.01.** SCAG shall encourage all levels of government to advocate for source reduction and waste prevention.

**SW 1.02.** SCAG shall discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored.

**SW 1.03.** SCAG shall discourage exporting of locally generated waste outside of the SCAG region. Disposal within the county of waste origin shall be encouraged as much as possible.

**SW 1.04.** SCAG shall encourage the use of green technologies, such as clean locomotives for waste-by-rail systems, for long-distance transport of waste when all local disposal alternatives have been exhausted.

**SW 1.05.** SCAG shall support the ongoing statewide effort to quantify the full life costs of local government waste diversion programs.

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<sup>1</sup> Zero Waste does not assume that 100% of waste is ultimately diverted from landfills. Rather, it is a whole system approach that aims to completely change the way materials flow through society with a goal of no waste being generated.

- SW 1.06.** Local governments should continue to adopt and refine programs to comply with state solid waste diversion rate mandates and, where possible, encourage further actions to exceed these rates (1996 RCP; 187).
- SW 1.07.** Local governments should update general plans to reflect solid waste sustainability issues such as waste reduction goals and programs.
- SW 1.08.** CIWMB should continue enforcing solid waste diversion mandates that are enacted by the Legislature (1996 RCP; 186).
- SW 1.09.** CIWMB should increase waste diversion incentives to promote waste diversion past the current 50% diversion mandate of AB939.
- SW 1.10.** Federal, State, and local governments should provide programmatic incentives, including some financing or loan options, for implementation of preferred projects.
- SW 1.11.** Federal, State and Local jurisdictions should continue to develop zero waste initiatives that support policies promoting product stewardship and extended producer responsibility principles aimed at preventing waste.
- SW 1.12.** Federal and State governments should explore financial incentives such as tax credits, subsidies, and price supports for recycling, composting, and conversion technologies.
- SW 1.13.** Federal, State, and local governments should explore opportunities for voluntary actions to exceed the 50% waste diversion target.

## **SW 2. Develop a stable recycling market for the region.**

- SW 2.01.** SCAG shall encourage policies promoting the expansion of recycling programs and facilities that provide local recycling services to the public and private sectors.
- SW 2.02.** SCAG shall encourage and advocate for legislative approaches to help market recyclables through cost-effective financial support.
- SW 2.03.** SCAG shall encourage the development of viable, local, and sustainable markets to divert materials from landfills (e.g., recycling markets).
- SW 2.04.** SCAG shall encourage the adoption and implementation of green building policies at all levels of government.
- SW 2.05.** Local governments should create ordinances that require green building standards be met for all new construction. This will encourage the use and re-use of recycled, discarded, or demolished building materials; discourage the use of virgin material whenever possible; and help divert useful resources away from landfills.
- SW 2.06.** Local governments should require the inclusion of a waste management plan that promote maximum reuse and recycling of construction and demolition debris in construction contracts.
- SW 2.07.** Local governments should develop ordinances that require recycling and waste prevention efforts at all large events and venues (as defined in AB 2176).
- SW 2.08.** SCAG shall adopt and implement “green” procurement policies and participate in programs that promote the purchase of recycled content products, such as the State Agency Buy Recycled (SABRC) campaign.

**SW 2.09.** SCAG shall encourage local governments to develop procurement policies that define minimum recycled content guidelines and require the purchase of recycled content products.

**SW 2.10.** The State should implement AB 75 which requires all State Agencies to implement a recycled content procurement program known as the State Agency Buy Recycled Campaign (SABRC).

**SW 2.11.** The Federal government should enact legislation that require federal government agencies or agencies receiving federal funds to institute a recycled content procurement program, favoring the purchase of recycled products over products produced with virgin materials.

**SW 2.12.** Federal, State, and local governments should support and promote CIWMB actions that assist in the development of viable, sustainable markets and stimulate local, national, and international markets for recycled commodities, such as CIWMB's Recycling Market Development Zone (RMDZ) program that provides loans and technical assistance to businesses located in a specific zone that use materials from the waste stream to manufacture their products.

### **SW 3. Support environmentally friendly alternative waste management strategies such as composting and conversion technologies.**

**SW 3.01.** SCAG shall support and encourage the development and siting of environmentally friendly conversion technologies.

**SW 3.02.** SCAG shall encourage the CIWMB to promote life cycle assessments of conversion technologies.

**SW 3.03.** SCAG shall support and encourage CIWMB, Air Resources Board, California Water Resources Board and other state legislative administrative actions to streamline the permitting process for solid waste conversion and composting technologies and to address increasing regulatory challenges relative to siting, air quality, and odor issues.

**SW 3.04.** SCAG shall continue to support and encourage legislation redefining conversion technologies as a diversion strategy and the development of these facilities in Southern California.

**SW 3.05.** Local governments should require public facilities that produce large amounts of food waste, such as school cafeterias, and encourage private businesses, such as restaurants and grocery stores to divert food waste to composting facilities.

**SW 3.06.** Local governments should develop ordinances to divert food waste from large events and venues to composting facilities after all food waste prevention and foodbank

**SW 3.07.** CIWMB should actively promote solid waste composting and solid waste strategies and provide information concerning the costs and benefits of these technologies to local governments.

**SW 3.08.** CIWMB should take administrative action to streamline the permitting process for solid waste transformation technologies.

- SW 3.09.** The State should establish policies that provide (a) diversion credit for beneficial use of post-recycled solid waste residuals managed at non-burn conversion technology facilities, and (b) separate and remove conversion technologies from the definition of "transformation."
- SW 3.10.** The State should establish policies that provide financial support and/or tax incentives for the development of pilot or demonstration solid waste conversion technologies.
- SW 3.11.** The Federal government should establish a definition that conversion of residual solid waste material is considered diversion.
- SW 3.12.** Federal, State, and local governments should support federal and state incentives for research and demonstration projects for solid waste conversion technologies.

#### **SW 4. Coordinate regional approaches and strategic siting of waste management facilities.**

- SW 4.01.** SCAG shall advocate for the elimination of unnecessary duplication and/or restrictive regulations that hinder recycling, reuse, composting and conversion of solid waste.
- SW 4.02.** SCAG shall encourage and support consensus building among key stakeholders and members of the public to promote zero waste strategies and conversion technologies.
- SW 4.03.** SCAG should coordinate region-wide source reduction, reuse, recycling, composting, and conversion technology initiatives to increase economies of scale.
- SW 4.04.** CIWMB should facilitate and encourage local government coordination of consumer awareness programs to minimize unnecessary duplication of effort in solid waste outreach programs carried out by local government.
- SW 4.05.** SCAG should encourage the distribution of industrial impacts from all types of solid waste management facilities including recycling, composting, and conversion technology facilities.
- SW 4.06.** Local governments should promote siting solid waste conversion and composting technologies, individually or in conjunction with other technologies.
- SW 4.07.** State and local governments should facilitate the creation of synergistic linkages between community businesses such as, the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material.
- SW 4.08.** State and local governments should prioritize siting of new waste management facilities including recycling, composting, and conversion technology facilities in conjunction with existing waste management and material recovery facilities.
- SW 4.09.** Federal, State, and local governments should make priority funding available for projects that involve co-location of facilities.

## **SW 5. Coordinate educational approaches.**

- SW 5.01.** SCAG shall support the development of public education and outreach efforts and increase awareness of the benefits of a regional zero waste policy.
- SW 5.02.** Local governments should increase programs to educate the public and increase awareness of reuse, recycling, and composting benefits and consumer education issues at the County and City level, as well as at local school districts and education facilities.
- SW 5.03.** CIWMB should actively promote reuse, recycling, composting and solid waste conversion technology programs and provide information concerning the costs and benefits of these programs to local governments.
- SW 5.04.** The Federal government should provide funding and support for continuation of public education programs on waste management issues.

## **Strategic Initiatives**

**SW S1: Federal and State governments should change incentive structures, from maximizing volume of product sold to deriving profit from resource efficiency.**

**SW S2: Federal State and local governments should support and implement source reduction policies which promote product stewardship through the following actions:**

- S2.01:** Support and encourage Federal and State legislation that create incentives for product stewardship.
- S2.02:** Require life cycle assessments (LCA) for different types of packaging.
- S2.03:** Create ordinances that require producers to provide products with less packaging, more recyclable material content, and less virgin material. Packaging should be easily recyclable or biodegradable.
- S2.04:** Create incentives for producers to voluntarily produce "sustainable" packaging and products which includes, increasing the useful life of products through durability and reparability; increasing production efficiency to produce less production waste; facilitating material or product reuse; and decreasing of the toxicity of products.
- S2.05:** Create incentives for packaging manufacturers to design for the environment and support the development of infrastructure and markets for the recycling of their products.
- S2.06:** Support State programs that offer incentives to those who use recycled content to encourage growth in the recycled contents market.
- S2.07:** Enact extended producer responsibility (EPR) initiatives for products.
- S2.08:** Encourage public-private partnerships with product stewardship goals.
- S2.09:** Require takeout food distributors to utilize packaging that is compatible with recycling and composting options available.

**SW S3: Federal and State and local governments should institute “eco-taxes” and EPR initiatives that require companies to internalize environmental damage costs associated with their products. These would include the following actions:**

- S3.01:** Identify and alter tax policies that enhance polluting industries and products at the expense of more environmentally benign systems and goods.
- S3.02:** Shift taxes from income and labor (“goods”) to resource depletion, wasting, and polluting activities (“bads”).
- S3.03:** End federal and state subsidies for virgin materials extraction, processing, and manufacturing.
- S3.04:** Add a levy, quota, or ban on one-way beverage containers or require the use of refillable beverage containers only.
- S3.05:** Add a packaging tax with rates based on the environmental impacts of different packaging materials (based on Danish system).
- S3.06:** Require that companies take back certain types of packaging for reuse or recycling.
- S3.07:** Ban construction and demolition materials from landfills.
- S3.08:** Ban Styrofoam and other unrecyclable, plastic fast-food packaging.
- S3.09:** Promote SIS (Service Innovation for Sustainability) – optimization of product use and longevity.

# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Daniel E. Griset, Program Manager, 213.236.1895, [griset@scag.ca.gov](mailto:griset@scag.ca.gov)  
Justus Stewart, Assistant Regional Planner, 213.236.1829, [stewartj@scag.ca.gov](mailto:stewartj@scag.ca.gov)

**SUBJECT:** Proposed Program to Promote Comprehensive and Integrated Water Resources Planning in the Region

## BACKGROUND:

This memorandum responds to a request from the Chair of the Water Policy Task Force that called for an outreach program that would bring statewide attention to the need for legislative support of comprehensive, integrated regional planning for resources, including water management. The proposed outreach program described below will be coordinated with the draft goals and outcomes of the Water Resources Chapter of the Regional Comprehensive Plan now being developed for final Regional Council consideration later this year.

## THE PROPOSED COMPREHENSIVE PROGRAM:

SCAG's growth forecasting and visioning efforts, known as the Compass 2% strategy, are designed to provide a meaningful and realistic strategy for absorbing the growth that the region is anticipating over the next 30 years. This strategy has been proposed to minimize the negative impacts of this growth on resources and to maximize resource and infrastructure efficiencies throughout the region.

While the patterns of this growth in people, housing, and jobs can vary from community to community, the Compass 2% strategy highlights a regional pattern by which growth can be guided towards greater community success and sustainability. The foundation for realizing these essential benefits is the innovative linkage of regional transportation infrastructure investments, air quality attainment practices, land use planning and entitlement, open space protection, and water resources management. Without these linkages, the return on these investments and management practices will fall far short of their potential. With these linkages, investments and management practices guided by the Compass 2% strategy have a much greater chance of turning our growth challenges into quality of life benefits.

Using this growth strategy addresses the region's need to succeed in meeting its obligations under AB32 and PM 2.5 attainment. All of these issues are addressed through SCAG's regular transportation and air quality planning processes, and are subject to Program Environmental Impact Reviews.

Along with transportation infrastructure, air quality resources, land use planning, and open space protection, water resources management has growing importance to the region. Patterns of growth and development have enormous impact on water availability and water quality, as well as water-related hazards such as flooding. If the region is to provide a safe and dependable water supply to its growing population and businesses, it must invest in a future with higher levels of water reliability and stewardship.



In the Water Chapter of the Regional Comprehensive Plan now under development, SCAG is forging a regional planning framework to guide these regional water investments and management practices. This framework considers future growth patterns, transportation systems, and related greenhouse gasses in three focus areas: water supply, water quality, and integrated watershed planning. These have significant overlap with the four areas addressed by the statewide policy effort: water supply, water quality, flood hazards, and open space management.

- The availability of more local water supply is achieved with increased conservation, recycling and reuse, stormwater management, and creative implementation of conjunctive use. These local resources cushion against the potential limitation and loss of imported supplemental water from the Sacramento and San Joaquin Delta and the Colorado River. Additional supplies from desalination will depend on technological advances and environmental acceptability.
- Water quality is improved when pervious surfaces are protected and created. These surfaces allow for retention and natural treatment of stormwater and other water, along with infiltration for soil “cleaning,” before adding to useable groundwater supplies. This priority in regional water management not only eliminates water impairments and water losses that result in costly burdens for local governments, it minimizes the cost of new infrastructure and maintenance and maximizes the open areas that contribute to greater urban satisfactions and system sustainability.
- Poorly managed land use is typically associated with a growth in the impervious surfaces that create higher levels of stormwater runoff. This type of land cover also increases the speed of stormwater runoff, elevating the risk of flooding and the need for increasingly costly infrastructure to protect life and property. It also results in water losses that occur when flow rates reach such levels that water is not retained for infiltration as it flows quickly across the landscape. Flooding risks for developed areas of the region not only apparent in highly paved communities but also in the in alluvial fan floodplains continuing along the base of our mountains.
- The loss of open space resulting from poorly guided growth patterns deprives a watershed of its ability to slow, hold, and filter water prior to recharging groundwater aquifers. In addition, it requires the construction of expensive mechanical infrastructure to replace the loss of what otherwise would be the “natural services” provided by open areas. In addition to these expenses, this infrastructure further extends the complications created by expanded impervious areas.

The development of a planning framework for regional water management needs to be based in two constraining factors: performance and financing.

As with SCAG’s other mandated planning efforts, performance-based outcomes are an important tool to ensure effective implementation. Performance outcomes can avoid the one-project-at-a-time syndrome that has characterized growth and water management in the past. A performance-based plan requires that certain system-wide goals be achieved, and within that framework projects can be selected based on their contribution toward those goals. Performance outcomes allow flexibility in project criteria and management, as progress toward the goals is monitored and program requirements are adjusted as necessary.

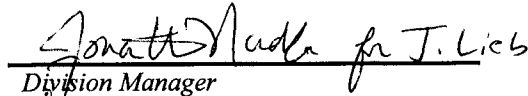
# MEMO

A fiscally constrained plan ensures that the water planning not only meets needs, but that it can realistically do so within existing financial conditions and resources. Financial constraints avoid the potentially catastrophic pitfall in which funding shortfalls will prevent the delivery of a water project or program.

## FISCAL IMPACT:

There is no material fiscal impact resulting from this SCAG outreach effort.

Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Jessica Kirchner, Associate Regional Planner, 213.236.1983, [kirchner@scag.ca.gov](mailto:kirchner@scag.ca.gov)

**SUBJECT:** Report on Environmental Components of the Regional Transportation Plan

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## BACKGROUND:

### 2008 RTP/RCP PEIR

As part of each planning cycle, SCAG prepares a Program Environmental Impact Report (PEIR) for each Regional Transportation Plan (RTP) in accordance with the California Environmental Quality Act (CEQA). This PEIR is a “tier one” planning document, which means other agencies may use the information contained in the PEIR to prepare environmental documents for their plans and programs.

#### *Structure*

In this cycle, SCAG will prepare a joint PEIR that will evaluate impacts associated with the RTP and the Regional Comprehensive Plan (RCP). This joint PEIR will include one setting section for each of the two documents and associated appendices as necessary. Staff sees preparation of a joint PEIR as an opportunity to include information compiled in association with planning efforts undertaken through the RCP and also as a chance to create a streamlined comprehensive PEIR that evaluates a broad spectrum of impacts and mitigation measures.

#### *Scope*

In general, the PEIR will include an existing conditions section that will describe the region in broad terms (this setting will also serve as the setting for the RCP and will be housed in a separate volume), a description of the methodology used to evaluate impacts, a discussion of the impacts associated with the Plan (as suggested in the *CEQA Guidelines* Appendix G), mitigation measures and any residual impacts. The mitigation measures included in the PEIR will build on the mitigation plan developed under the 2004 RTP and will also include new mitigation developed as part of the RCP.

Also included in the PEIR will be a discussion of alternatives. Staff has preliminarily identified four alternatives to the RTP to be included in the PEIR.

- No Project – a description of what the region would look like if current conditions were allowed to persist (same as RTP baseline)
- Modified 2004 RTP – the 2004 RTP projects and policies with updated socio economic data
- Compass Workshop Scenario/local input – the local input provided by jurisdictions during the most recent round of Compass workshops
- Envision – a land use scenario with enhanced Compass

Although it is likely that these four alternatives will be included in the PEIR, it is possible that additional alternatives or different alternatives will be identified during the PEIR process. As required under CEQA,

# MEMO

SCAG will include a “reasonable range” of alternatives. However, pursuant to CEQA, these alternatives need not be analyzed at the same level of detail as the Plan itself.

## *Procedural Requirements*

The EIR process includes specific time constraints and milestones that must be met under the law. As required, SCAG prepared a Notice of Preparation (NOP) to inform decision makers, responsible agencies and members of the public of SCAG’s intent to prepare a PEIR. The NOP was released on June 27, 2007 and distributed to over 1,600 agencies and interested parties. SCAG held two scoping meetings during the 30 day comment period to solicit additional input on the scope and content of the PEIR. The meetings were held on July 24<sup>th</sup> and 25<sup>th</sup> in Riverside and Los Angeles, respectively. Over 20 individuals attended each of the meetings and provided comments to SCAG on the scope and content of the PEIR. In addition, SCAG received 25 written comments from agencies and interested parties with additional recommendation on the scope of the PEIR. Staff is currently reviewing the comments and will include them in the PEIR as appropriate.

## *Schedule*

Staff anticipates releasing the draft PEIR one to two months after the release of the draft RTP and RCP. The final documents will be adopted concurrently.

## **ENVIRONMENTAL JUSTICE**

To date, SCAG continues to conduct environmental justice analyses of the potential impacts of the 2008 RTP. The methods being utilized are based on the agency's regional transportation demand model and associated mobile source emissions model. In addition to analyses included in the 2004 RTP, staff will analyze new variables that were taken from comments received from the public.

Additionally, staff has compiled a list of key stakeholders that will be used for environmental justice outreach efforts. This list is comprised of persons and organizations involved with the 2004 RTP, as well as additional persons and organizations that were recommended by AQMD's EJ Working Group.

Staff has scheduled the first EJ Workshop for Wednesday September 19<sup>th</sup> at SCAG’s downtown Los Angeles office. Additional workshops will be held after the release of the Draft RTP.

## **AIR QUALITY**

Most of the SCAG region is classified as non attainment for some criteria pollutants. As such, SCAG is required to prepare a conformity analysis with each RTP and Regional Transportation Improvement Program (RTIP). SCAG is currently working with the Air Districts in the region and the California Air Resources Board to set the transportation emissions budgets for the 2008 RTP.

## **FISCAL IMPACT:**

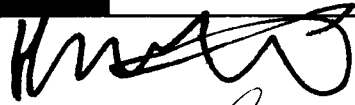
Staff work performed in preparation for the 2008 RTP/RCP PEIR is included in the Overall Work Program (08-020.SCGS1 Environmental Planning and 08-025.SCGS1 Air Quality Conformity)

Reviewed by:

  
Division Manager

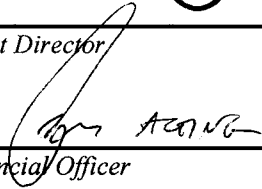
# MEMO

Reviewed by:



*Department Director*

Reviewed by:



*Chief Financial Officer*

# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Jonathan Nadler, Program Manager, (213) 236-1884; nadler@scag.ca.gov

**SUBJECT:** Overview of August 2 Goods Movement Workshop

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## **BACKGROUND:**

As the agency responsible for the transportation strategy and transportation control measures for the Air Quality Management Plan for the South Coast Air Basin, SCAG has been working to develop goods movement control measures to reduce emissions and help demonstrate attainment of the federal PM2.5 and ozone health-based air quality standards. These measures are intended to complement other regulatory activities and the efforts of other stakeholders.

SCAG staff held a workshop on August 2, 2007 for the Regional Council and Policy Committees which was intended to provide an update of staff's on-going analytical work relative to potential goods movement control measures that will improve system efficiencies and improve air quality.

As discussed at the workshop, staff and SCAG's transportation partners are considering a range of goods movement improvements that may be feasible for implementation by 2014 to help achieve the federal health-based annual PM2.5 standard as well as the 24-hour PM2.5 and 8-hour ozone standards which have compliance dates of 2019 (estimated) and 2023, respectively. Preliminary scenarios were developed based on varying combinations of the following components:

- rail electrification on selected portions of the system;
- accelerated upgrades to Tier III and IV locomotive engines; and
- combined electrification and accelerated locomotive engine upgrades.

These scenarios would be combined as a package with the grade separation and mainline capacity enhancement projects as previously identified in the 2004 Regional Transportation Plan (RTP) and other planning studies such that a multi-benefit, self-sustaining system can be implemented.

A preliminary study examining what combination of improvement creates the greatest air quality benefit compared to the estimated costs was presented at the workshop. The ensuing discussion focused on the concerns expressed by the railroads via a correspondence letter as well as general technical, financial, and policy considerations expressed by committee members related to potential inclusion of such measures in the upcoming RTP.

Staff presented the information with acknowledgement that the complexity of the issue requires that the potential goods movement control measures continue to be refined and vetted, including further discussion with the railroads.

# MEMO

Staff is committed to conduct additional workshops and provide on-going updates to the policy committees and other appropriate stakeholders.

## FISCAL IMPACT:

Staff support for air quality planning and policy is covered under the Air Quality and Conformity staff work elements included in the current year overall work program (08-025.SCGS1 and 08-020.SCGS1).

Reviewed by:



*Division Manager*

Reviewed by:



*Department Director*

Reviewed by:



*Chief Financial Officer*

# MEMO

**DATE:** August 30, 2007

**TO:** Energy and Environment Committee

**FROM:** Jonathan Nadler, Program Manager, (213) 236-1884; nadler@scag.ca.gov

**SUBJECT:** Draft Concept Paper: Emission Reductions from Goods Movement Sources

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## **BACKGROUND:**

As part of the on-going efforts to develop strategies to address emissions associated with goods movement activities, staff has developed a Concept Paper which explores the use of a pricing/market/incentive based approach to achieving emission reductions. Based on the outcome of the September 27, 2007 Air Resources Board Hearing on the Ozone and PM2.5 State Implementation Plan for the South Coast Air Basin, staff will reevaluate the necessity to further explore the concepts identified in the Concept Paper. A general overview of the issue and control approach is presented below.

## **CONCEPT PAPER OVERVIEW:**

The federal Clean Air Act sets forth national ambient air quality standards (NAAQS) for specific criteria pollutants, including ozone and PM2.5 (particulate matter smaller than 2.5 microns). As clearly demonstrated by the current Air Quality Management Plan (AQMP) and State Implementation Plan (SIP) planning efforts, there are extreme challenges to demonstrating attainment of these standards and consideration of a new approach to air quality planning is needed.

The emission sources of PM2.5 and its precursors are primarily goods movement and construction equipment. A substantial portion of emissions contributing to ozone are also from these sources. A major part of the challenge in developing a credible attainment strategy is that the emissions from goods movement sources are primarily under the jurisdiction of federal and/or state agencies and local governments have limited authority to regulate them. An additional challenge is the tremendous growth in international and domestic trade and the emissions associated with this growth. If we do not develop a creditable emissions control plan that includes aggressive control of goods movement sources, however, the significant adverse health impacts will continue and be further exacerbated, and the provisions of the Clean Air Act can and will stop implementation of needed access capacity programs.

The region is currently relying on federal and state control measures that are largely based on national and statewide considerations and schedules. Using this approach, attaining the annual PM2.5 standard by 2014 will be a daunting challenge, and air quality plans have not identified all emission measures needed to attain the 24-hour PM2.5 standard by the 2019 deadline, or the 8-hour ozone standard by the 2023 deadline. The implications of failure are extraordinary given the health impacts of these pollutants, especially PM2.5.

The federal Clean Air Act provides additional approaches that could enable a region to resolve a challenge of this magnitude and significance. The federal statute authorizes states and regions to use fees and other market mechanisms. Properly defined, these approaches could act as incentives to implement the transformational programs and initiatives that will be needed to generate the required emission reductions.



# MEMO

The strategy would set emission reduction targets for all sources of the freight movement systems and use a pricing structure to incentivize the reductions. For example, airplane landing or ship docking fees could be based on emission levels which would incentivize the use of cleaner engines. The fees would then be used to obtain emission reductions from these or, potentially, other sources. The expectation is that this strategy would expedite the use of advance technologies in the near-term and ultimately modify or replace the existing diesel-powered goods movement systems in the longer-term.

The program would be designed to complement other air quality programs, and would augment and work in concert with programs being developed by the ports and the state legislature. The program could be implemented by the AQMD, ARB or other entities determined through the development process.

SCAG is willing to work with AQMD on developing pricing/market/incentive mechanisms for goods movement sources (i.e., ships, trains, trucks, and aircraft) through issue papers released for public review and comment. Based on the public vetting of this approach to emission control and infrastructure improvement, the mechanism could potentially be developed as a transportation measure similar to the proposed goods movement control measures and included as part of the 2007 Regional Transportation Plan. If approved by the Regional Council, these measures could be presented to AQMD and ARB for incorporation into the SIP.

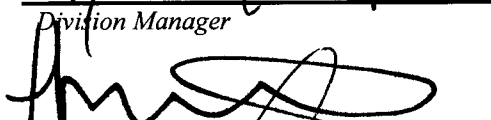
## FISCAL IMPACT:

Staff support for air quality planning and policy is covered under the Air Quality and Conformity staff work elements included in the current year overall work program (08-025.SCGS1 and 08-020.SCGS1).

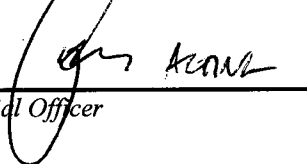
Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

The federal Clean Air Act sets forth national ambient air quality standards (NAAQS) for specific criteria pollutants, including ozone and PM2.5 (particulate matter smaller than 2.5 microns). As clearly demonstrated by the current Air Quality Management Plan (AQMP) and State Implementation Plan (SIP) planning efforts, there are extreme challenges to demonstrating attainment of these standards and consideration of a new approach to air quality planning is needed.

#### PM2.5 and Ozone Emission Inventories

In regard to PM2.5, which has been linked to over 5,000 premature deaths per year in the South Coast Air Basin, the SIP as currently constituted falls short of the necessary reductions of NOx (a precursor to PM2.5) by approximately 63 tons per day. The attainment date for the annual PM2.5 standard is a short seven years away and there is no provision in the Clean Air Act that allows for undefined measures (e.g., “black box” measures).

	PM2.5 Inventory (Annual Average; Tons/Day)			
	NOx	VOC	SOx	PM2.5
Year 2008 Baseline	854	608	41	102
Year 2014 Baseline	654	528	43	102
Needed Reductions from 2014 Baseline	192 (29%)	59 (11%)	24 (56%)	14 (14%)

In addition, the recently promulgated 24-hour PM2.5 standard, with estimated SIP submittal and attainment dates of 2012 and 2019, respectively, will require substantially greater reductions than the annual standard; in fact, the reductions will be greater than that needed for the ozone standard in 2023.

In regard to ozone, the AQMP cannot at this time define how to achieve approximately 180 tons per day of NOx necessary to demonstrate attainment by 2023. Further, the U.S. EPA is currently reviewing and may tighten the ozone standard possibly necessitating substantially greater reductions.

	Ozone Inventory (Summer Planning; Tons/Day)	
	NOx	VOC
Year 2008 Baseline	853	644
Year 2023 Baseline	506	536
Needed Reductions from 2023 Baseline	383 (76%)	116 (22%)

#### Emissions Sources

The emission sources of PM2.5 and its precursors are primarily goods movement and construction equipment. A substantial portion of emissions contributing to ozone are also from these sources. A major part of the challenge in developing a credible attainment strategy is that the emissions from goods movement sources are primarily under the jurisdiction of federal and state agencies and local governments have limited authority to regulate them. An additional challenge is the tremendous growth in international and

domestic trade and the emissions associated with this growth. If we do not develop a creditable emissions control plan that includes aggressive control of goods movement sources, however, the significant adverse health impacts will continue and be further exacerbated, and the provisions of the Clean Air Act can and will stop implementation of needed access capacity programs.

Emissions from sources associated with the ports - marine vessels, harbor craft, cargo handling equipment, locomotives, and trucks - have historically been regulated primarily by international, federal or state authorities. The International Maritime Organization (IMO), an agency of the United Nations, has established NO<sub>x</sub> emissions limitations and fuel sulfur specifications for oceangoing vessels; the federal Environmental Protection Agency (EPA) has adopted emission standards for new locomotives, new trucks and some vessels; and the California Air Resources Board (ARB) has adopted standards for new trucks and recently voted to adopt standards for cargo handling equipment and marine auxiliary engine fuels. Neither federal nor international law explicitly require EPA or IMO regulations to be sufficiently stringent to meet the needs of a particularly polluted region such as South Coast, and the rules adopted by those bodies have not met those needs.

#### Program Development Strategy

The region has adopted a proposed SIP for PM<sub>2.5</sub> for 2014. The South Coast Air Quality Management District (AQMD) is requesting that ARB develop strategies that would make up approximately 63 tons per day of needed NO<sub>x</sub> reductions. There are ongoing negotiations to determine the possibility of these proposed strategies. Even if ARB includes control strategies in the SIP to cover the shortfall, there is considerable challenge to adopt and implement some of the proposed measures and achieve the necessary reductions, especially from the legacy fleet of older, higher polluting on- and non-road diesel engines.

The AQMD has also developed an ozone attainment plan which relies on a NO<sub>x</sub> control strategy with a “bump-up” to the year 2023 and a black box, i.e., unspecified control measure to conceptually show attainment. The existing adoption strategies of these plans make evident the difficulty in demonstrating how the region can attain the PM<sub>2.5</sub> standard in 2014 and the ozone standard in 2023. The current planning cycle does not address the 24-hour PM<sub>2.5</sub> standard, but it is apparent that the region is woefully short of identifying reductions to attain this standard by 2019. The status-quo adoption strategy that relies on inter-governmental assignment of responsibility will not start the transformative program that is needed; delays in starting such a process severely undermines the potential for success.

The region is currently relying on federal and state measures that are largely based on national and statewide considerations and schedules. Using this approach, attaining the annual PM<sub>2.5</sub> standard by 2014 will be a daunting challenge, and air quality plans have not identified all emission measures needed to attain the 24-hour PM 2.5 standard by the

2019 deadline, or the 8-hour ozone standard by the 2023 deadline. The implications of failure are extraordinary given the health impacts of these pollutants, especially PM2.5.

Attainment of the federal health-based standards will be achievable only if emissions from all sources are aggressively reduced, including those controlled by the federal and state governments. Only a transformational implementation program - a program that will immediately incentivize new technologies and new fuels - will be successful; controls that are based solely on the implementation of best control technologies currently being utilized in the transportation sector will not achieve the needed reductions.

#### Authority to Regulate

It is recognized that the AQMD holds a unique position, both legally and practically, to influence control of emissions from the goods movement system. Under state law, the AQMD is —

“the sole and exclusive local agency within the South Coast Air Basin with the responsibility for comprehensive air pollution control, and it shall have the duty to represent the citizens of the basin in influencing the decisions of other public and private agencies whose actions might have an adverse impact on air quality in the basin.” (Ca. Health & Safety Code § 40412)

Further, AQMD has specified authorities for indirect source controls (“facility, building, structure, installation, real property, road or highway which attracts, or may attract, mobile sources of pollution.”), operational limit controls for non-vehicular sources, sulfur fuels limit controls for non-road engines, and other authorities for non-vehicular sources. As is discussed below, the federal Clean Air Act also authorizes air quality plans to include economic incentive provisions. Other government entities may also be able to implement such measures.

Using these existing and potentially additional authorities, AQMD (or other government entities) could promulgate an alternative control strategy based on economic incentives which would complement the existing command and control rules and other regulations of mobile sources to achieve the additional emission reductions necessary to demonstrate attainment of the existing and upcoming ozone and PM2.5 standards.

#### Fee and Incentive Mechanisms

The purpose of an economic incentive strategy would be the attainment of the ozone and fine particulate standards and the improvement of public health in communities impacted by the goods movement sector as well as enhancing the efficiency and performance of the goods movement system. One intention of such a strategy is to incentivize the development of cost-effective strategies, including the development and deployment of transformative technologies. If the region is to meet the existing and future NAAQS as well as the greenhouse gas reduction benchmarks set forth in AB32, it is imperative that we develop a new paradigm for generating the investments necessary to develop and deploy transformative fuel and vehicle/engine technologies.

The federal Clean Air Act contains an implementation framework that could enable a region to resolve a challenge of this magnitude and significance. Section 7410(2)(A) provides additional approaches to achieve standards that could address the challenges that the South Coast faces.

The federal Clean Air Act 42 U.S.C.A. Section 7410(2)(a) states in pertinent part:

"Each implementation plan submitted by a State under this chapter shall be adopted by the State after reasonable notice and public hearing. Each such plan shall--(A) include enforceable emission limitations and other control measures, means, or techniques (*including economic incentives such as fees, marketable permits, and auctions of emissions rights*), as well as schedules and timetables for compliance, as may be necessary or appropriate to meet the applicable requirements of this chapter." (Emphasis added.)

Thus, the federal statute authorizes states and regions to use fees and other market mechanisms. Properly defined, these approaches will act as incentives to implement the transformational programs and initiatives that will be needed to generate the required emission reductions.

#### Strategy and Implementation Framework

The strategy would set emission reduction targets for all sources of the freight movement systems and use a pricing structure to incentivize the reductions. For example, airplane landing or ship docking fees could be based on emission levels which would incentivize the use of cleaner engines. The fees would then be used to obtain emission reductions from these or, potentially, other sources.

The expectation is that this strategy would expedite the use of advance technologies in the near-term (e.g., advanced controls for marine vessels and locomotives such as SCR and diesel particulate filters) and ultimately modify or replace the existing diesel-powered goods movement systems in the longer-term (e.g., non-diesel powered dedicated freight guideway systems).

The program would be designed to complement other air quality programs, and would augment and work in concert with programs being developed by the ports and the state legislature (e.g. SB 927, Lowenthal). The program could be implemented by the AQMD, ARB or other entities determined through the development process.

SCAG is willing to work with AQMD on developing pricing/market/incentive mechanisms for goods movement sources (i.e., ships, trains, trucks, and aircraft) through issue papers released for public review and comment. Based on the public vetting of this approach to emission control and infrastructure improvement, the mechanism could potentially be developed as a transportation measure similar to the proposed goods movement control measures and included as part of the 2007 Regional Transportation

Plan. If approved by the Regional Council, these measures could be presented to AQMD and ARB for incorporation into the SIP.